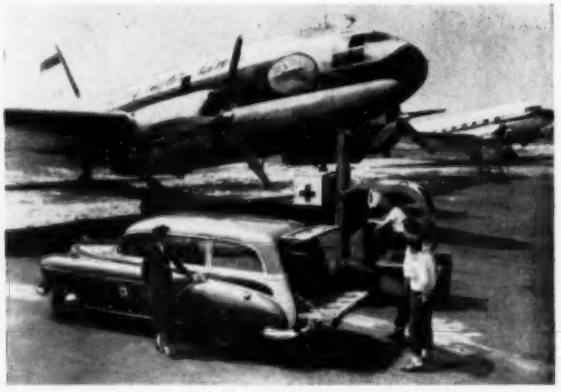
BUSINESS

AIR TRANSPORTATION

VOL. 23, No. 2 AUGUST, 1953

★ ★ ★ THE MAGAZINE FOR THE AIR-MINDED EXECUTIVE ★ ★ ★

In this Issue



Speaking of Airfreight

T. L. Grace

Trans Pacific Certification

Airport USA

Including
AIR COMMERCE
AIR SHIPPING
•
and
•
Diary of Sabena
•
The ICAO Decision
•
The Freight Rate Issue

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AIR TRANSPORTATION

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AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in AIR TRANSPORTATION'S wide coverage are: air shipping, cargoplane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, personnel and business air travel.

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Beavers to Boilers

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Depend on DOUGLAS

First in Aviation

Airfreight and Airports —*the next 50 years*

Thomas L. Grace, President, Slick Airways

A NATIVE of Nebraska, Grace has been active in aviation circles since 1927 and served with the U. S. Air Force during World War II as Director of Operations for the Bengal Wing of the famed "Hump" operation, flying freight to China. He first started with Slick Airways in 1946, upon his release from the Air Force, in the airfreight line's Flight Control Section. He was named Operations Manager in 1947 and Vice President-Operations the following year. In 1949, he was appointed General Manager of the airline and, in 1950, was appointed President and Director, which positions he holds today.

MAKING PREDICTIONS is a rough business. Very few prognosticators are successful. Four hundred years ago, a French astrologer named Nostradamus made several predictions, some having to do with future happenings in the sky, some in other fields. Jules Verne was another famous seer who predicted great things.

I don't propose to be a Jules Verne or a Nostradamus by predicting the number of airports California will have in 50 years. Or by predicting the length of runways, or the type of equipment. Or even whether pilots will be necessary. But I can predict, and do so without the slightest hesitancy and without a bit of reserve that, for the next 100 years, you and I will still be saddled with taxes.

I do not write to complain about the necessary evil of taxes, but will dutifully talk of the state of aviation 50 years hence; I hereby make the following predictions for the Year 2003:

The 200 ton airplane will be commonplace. Approximately half of that weight will be payload. One hundred tons of people with baggage figures out to be close to 1000 people! The power for this sky giant will be some form of atomic engine, a power plant with a lifetime of fuel built-in at the factory. The helicopter will be almost as numerous as the auto is today, as common in the skies as the automobile is on today's highways. We will also see the advent of traffic cops in the skies, when a vigilant patrolman will have a field day picking up hot rod helicopters on Airways Green 3 and Amber 1 out of Oakland.

Airfreighters, five decades hence, will be hauling 50 billion ton miles of the nation's freight year, within the U. S. alone. There will be as much or more skyfreight lifted abroad.

Airfreight rates will be approximately 1/3 of what they are today in terms of today's dollar. Airfreight may be cheaper than motor freight.

All of this boost in tonnage will come about in spite of one group of commodities practically disappearing from the airfreight manifests.

Chemists tell us that, inside of 50 years, we will be getting all our food from pills. Instead of airfreighting tons of fresh fruits and vegetables to market as we do today, we will be hauling pills. There may be a few of us left then who will still remember how a fresh peach tasted and will demand the real article.

Also, a plague on the chemist who tampers with the martini.

The layout of today's cities will radically change inside of 50 years. There will be a gradual spreading out of the cities—already visible in Los Angeles. The helicopter will be used to close the gap. The 'copter of 50 years from now will have a taxi meter to charge the helipassenger for his ride.

The minimum hop for the 2003 airliner will be approximately 2000 miles, and probably even longer than that. The large, commercial helicopter will travel at approximately the speeds of today's airliners and will be used primarily on the shorter hops, directly to the center of the city.

There will still be private flying, but it will be limited to altitudes of not more than 15,000 feet. The normal level of operation for commercial air transportation, excluding the taxi-copter and local operations, will be at the 35 to 50,000 feet level. The airliners 50 years hence will ascend and descend vertically by some means of jet assists or rockets.

Taking another peek in the crystal ball, I can see that 50 years from now we will be on the very brink of push-button air transportation for commercial operation. All sorts of predictions can be made about aviation and its next 50 years. The sky is not the limit. It is only the beginning.

But let's talk seriously for a moment—let's look at that portion of air transportation with which I am most familiar, Airfreight. And what will transpire, not in the 50 year crystal ball, but within the next 10 to 20 years.

Why does anyone ship via airfreight today in view of its higher rates? Commercial airfreight got its start primarily by providing services for expensive and emergency products. Rates were relatively unimportant for those commodities. But it was evident to us that such traffic could not generate

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Presenting Two Views
on the Transpacific Certificate Renewal Case

From Pan American World Airways . . .

AN IMPROVED and more flexible service pattern in the Pacific area has been proposed at hearings before a Civil Aeronautics Board Examiner replete with exhibits and plans calling for regular as well as cargo and tourist services. In these exhibits, filed with the Board, the airline outlined its plan to fly both DC-6s and double-deck *Stratocruisers* in these services that will tie the United States and the Orient to each other in a complex cross-stitching of routes.

On its route to Tokyo from the United States, Pan American World Airways proposed non-stop privileges that will cut anywhere from 1000 to 2000 miles of unnecessary travel. The route to be followed would be the course originally surveyed for the airline by Col. Charles A. Lindbergh as far back as 1931. (One year after that, in 1932, Pan American undertook operations in Alaska with the idea in mind of inaugurating such service, undoubtedly seeing the feasibility in flying that route.)

Now, in order to improve its services throughout the rest of the Pacific area, the carrier proposed substituting American Samoa for Canton Island as a stop on the long route to Australia and New Zealand from Hawaii. With this substitution, the airline would be giving direct service to American shippers and tourists to this important American outpost. Pan American has also requested the addition of Formosa on its route from Tokyo to Hong Kong.

Renewal of all of its temporary certificates, including those of west and south of Hong Kong to India, which represents the boundary line in the transpacific certificate proceedings, has been urged. These include the company's service to Tokyo and Shanghai and the Portland/Seattle to Honolulu service, both of which are due to expire between July and October of this year but will be continued pending a final decision in this case.

At present, Pan American holds permanent certificates that stretch across the Pacific Ocean from the West Coast of the United States to Hong Kong and the islands of the South Pacific, due to services inaugurated almost 20 years ago, in 1935, with Martin M-130 type *Clippers*. Regular service to the latter area began in 1940, and considerable pioneering operations were performed in that sector of the world before World War II. Now the carrier is interested in maintaining and expanding these services, adding new ones and flying to areas that as yet have not been fully exploited for traffic by air transportation.

From Northwest Orient Airlines . . .

HAROLD R. HARRIS, the airline's president, has urged the creation of a balanced competitive pattern of transpacific American-flag service at minimum subsidy expense. Under the terms of his proposal, Northwest Orient would receive the same permanent operating rights on its northern Pacific route to the Far East that Pan American now has on both its mid-Pacific and south Pacific routes. Pan American, furthermore, would continue to serve two of the three basic transpacific routes and NWA the remaining one. Permanent extension was also requested to Hong Kong with temporary rights from that locality to Bangkok and Calcutta, there to connect with Trans World Airlines to provide a round-the-world service competitive to Pan American's.

In making his company's proposal, Harris said, "At stake in this hearing is the very simple issue of whether the U.S. is to have the sort of competition that safeguards the interests of the traveler, the shipper and the U.S. Postal Service by guaranteeing efficiency—and safeguards the interests of the taxpayer by ensuring economy.

"At stake also is the issue of whether such cities as New York, Washington, Pittsburgh, Cleveland, Detroit, Chicago, Milwaukee, Minneapolis-St. Paul, Spokane, Seattle-Tacoma and Portland, Oregon, are to continue to have the proper sort of direct air service to the Orient."

Adoption of the route proposals of PAA and TWA, he added, would cost the government more money than would Northwest's program. Undoubtedly, Harris felt that the best way to look at the proposals of all three airlines was to compare the number of additional route miles that each were requesting. For instance, Pan American, now flying 28,700 route miles in the Pacific, wants another 8300 of which 7100 duplicate existing operations currently being flown by Northwest, Trans World Airlines, never having operated in the Pacific, now wants 6400 route miles of which 2000 would duplicate those flown by Pan American, and 1300 would duplicate existing NWA operations. Northwest wants 2600 additional route miles, 1000 of these paralleling Pan American's.

Having, as it claims, pioneered the great circle route over the Aleutian Islands for the military during World War II, and still later having developed commercial air service over that route, Northwest now carries cargo and passengers to such exotic places as Tokyo, Korea, Okinawa, Formosa and

(*Continued on Page 32*)

"THE shipper needs imagination to apply the many intangible benefits of aviation to the distribution of his product. The aircraft operator needs imagination to put that airplane to the greatest use at the lowest cost so the mass of the people can use it," the author says wisely . . .

Speaking of Airfreight

By Leonard S. Kimball
The Flying Tiger Line

THE AIRPLANE is the damndest piece of transportation machinery ever put together, and I'm not talking necessarily about jets or rockets but the planes flying today.

I don't mean that in the sense of all the headaches you encounter as an aircraft operator, which are, admittedly, legion. I mean it in the sense of the job the airplane performs for its users—the passenger and the shipper of freight.

One gets the feeling, now and then, that aviation has become old stuff to a lot of us. No one knows better than the man who flys it that an airplane is a good piece of transportation machinery so long as you respect it. When you lose that respect, watch out.

That principle is as true for us selling air transportation as it is for those who operate and fly the airplane. When we look at the future of the aircraft and what is happening today in the aircraft laboratories, we realize that we are blessed with an instrument which is still in the "Tin Lizzie" stage, development-wise.

The jet has opened new vistas in which the imagination can run riot. The more we learn about speed and how to use it, the more we realize that air transportation has as far to go in public use of its vast and complex features as it does in the actual job of flying.

Looking at it globe-wise, we are struck with the fact that the airplane, in its commercial development since World War II, takes its place as the only other means of crossing the oceans which man has developed in the thousands of years that go to make up the history of transportation.

Up until the post-war period, man's only way of crossing these oceans was by ship. A railroad cannot do it, nor can a truck. The airplane is the only unit of transportation that can go anywhere a truck, a railroad or a steamship can. None of these others can go anyplace an airplane can. This is a basic fact which I think we tend to lose sight of in our casual acceptance of the airplane as a transportation medium.

The gap that the transocean plane fills today in transportation must be, indeed, a great one for it has taken the overseas airplane only seven years to do the job that required 25 years for the transcontinental plane.

We find, for example, that last year, airline passenger traffic across the Atlantic totaled 52.8% of all traffic carried on transatlantic steamers. That job has been done since 1945. By contrast, the aircraft flying passengers in the United States did not surpass total Pullman traffic until 1951, or about 25 years after we first began commercial operations.

In passing, let us also note that in transatlantic travel, U. S. carriers last year lost the lead to the foreign lines in total passenger traffic hauled. The U. S. lines carried more first class passengers but the foreign lines captured the very substantial and strongly-growing tourist class traffic.

Of course, the reasons for the gain in air traffic over steamship traffic lies in the speed of the airplane and low fares, which must become still lower. That is something which I

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ADVANTAGES OF AIRFREIGHT

AIRPORT

USA

by Milton A. Caine,
Managing Editor

FROM TIME TO TIME, AIR TRANSPORTATION has stressed the need within this nation for vastly improved air terminals that would expedite the handling of airfreight. This problem, currently undergoing considerable discussion and study, but as yet only slightly solved, is vital to the greater development of airfreight transportation. There is another aspect to the problem, however, that as yet has received little attention from either civic leaders or airport authorities, and that is the relation of the air terminal to its neighboring communities.

Needless to say, a terminal brings a greater flow of business into its nearby communities, expanding their volume of trade and focusing attention to whatever merits they may have as either real or potential business and industrial centers. With the advent of the air age, previously neglected communities have crystallized into modern cities that can boast a larger business volume than they had previously known, a larger population and a brighter outlook. Greater wealth and greater activity attend the development of a large terminal, and those who realize and understand this will be taking advantage of one of the oldest and truest principles of modern business.

Considerably in advance of most towns or cities in this realization is the city of Dallas, in Texas, which last year arranged for a study of the development requirements of its Love Field. The object, of course, was to develop a sound air transportation program based on the best possible forecasts of potential traffic and to realize the best return from that traffic—best for the citizens, the merchants, businessmen, industrialists and air shippers of Dallas.

The investigation sponsored by the city of Dallas and conducted by James C. Buckley, Inc., terminal and trans-

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NEWARK AIRPORT

SITUATED north of Runway 10-28 and to the right of the former Administration Building, is Newark Airport's new $8,500,000 terminal building. With an exterior composed of light and dark grey-faced brick and an interior of marble and plaster, cantilever roof and featuring the largest glass-enclosed observation deck—500 feet long and 12 feet wide—the new building is one of the most impressive to be seen at any airport; modern, spacious and wholly functional.

Opened the latter part of July, the new building has shifted the airport's center of operations over to the right leaving the former Administration Building, which now appears pitifully small beside it, for the handling of airmail and air express. Thus the old building is returned to the functions for which it was originally built back in 1935. Farther to the left of the old building can be seen the planes and the area used by The Flying Tiger Line for its cargo activities and the hangars used for corporate and private owned aircraft. On the right of the new terminal stand the hangars belonging to the other airlines using the field—United, Eastern and American—in which they store their cargo.

Newark Airport, for awhile closed and inactive, but now approximately 85% returned to normal, will eventually be graced by still another building, an air cargo terminal through which the airport will accommodate about 50% of all the air cargo moving through the New York Metropolitan Area. Still in the discussion stage, the cargo building should prove a model of efficiency for other airports to emulate. Need for a cargo terminal at Newark is best demonstrated by these figures.

Air traffic at Newark Airport since 1949, the first full calendar year of Port Authority operations:

	1949	1950	1951	1952*	1953**
Plane movements	93,463	89,171	100,177	27,164	29,733
Passengers	834,916	1,055,406	1,355,173	273,520	407,934
Air cargo (lbs.)	81,147,479	102,893,803	104,722,659	18,433,016	17,007,000
Airmail (lbs.)	5,783,111	6,209,064	6,534,692	1,526,398	1,609,200

* Newark Airport was closed February 11, 1952, and resumed normal operations November 15, 1952.

** Figures available for only the first five months of 1953.

With the beautiful new passenger terminal and the building of an air cargo terminal sometime in the future, Newark Airport, one of the oldest in the United States, will also be one of the country's most imposing.

AIR CARGO PROFILES . . .

☆ *Clary of Sabena* ☆

FROM THE MANY JOBS and extensive travels that have taken him around the world, from the education and learning with which he has enriched his life, William A. Clary has gained the necessary experience to qualify him for the post he now holds as United States Cargo Manager for Sabena Belgian Airlines. He will tell you, with his soft, southern accent, that he had started out as a teacher of English, which profession he practiced for about five years, and that this beginning was as far removed from his present position as any could be. Still, later events and later contacts groomed him sufficiently to handle air cargo and related matters for an important world airline in the United States, and present events and contacts are drawing heavily upon those experiences to assist him in his work.

To begin with, Clary was born in Virginia, on a cotton and tobacco farm about 85 miles from Richmond where he owns some property and most of his family still resides. Airplanes were not an important part of his early life, nor yet air cargo, but education was. This he pursued until receiving his two degrees from Washington and Lee University, after which, in 1938, he went out into the broader world to teach English in public and private schools in his native state, Kentucky, Florida and Pennsylvania.

From the academic world he moved into the industrial scene, joining General Electric in Schenectady in the capacity of technical editor during the war. Although he had little technical knowledge of the field in which he found himself, and "knew no engineering," as he says, and still considers himself as having "less technical knowledge than anybody," Clary nevertheless held his own there. The importance of this particular job—involving automatic pilots—which he held for one year, is that he came in contact with some of the airplane manufacturers and thus came to know something about planes.

Africa was Clary's next stop—the Belgian Congo mostly, but also Angola, French Equatorial Africa, Nigeria, Liberia and French West Africa—from 1944 until after the end of World War II. The Belgian Congo, an important area in Sabena's network, and the work he did there for the Socony Vacuum Oil Company, working with agents, consumers, customers, even cargo, brought him more directly in line with his present work. While there, he also became acquainted with airlines—Sabena as well as Pan American World—became acquainted with some of the personnel and the problems as he did with the geography and economics of Central Africa.

Probably nothing is farther removed from Central Africa as Clary saw it and knew it than the image most people have of that location. It was, as he says, exciting. He had a villa there and five servants. He once saw a snake, but on the golf course, and every night heard a lion roar, but in the zoo. His social life was full—swimming, golf, tennis, horseback. Nothing of the steaming jungles, the naked natives, the screeching of wild animals prowling around the tents—nothing of tents, either to match the general conception (or misconception) of the place. Rather, it was a placid life he lived there, set in an exotic locale from which he gained much pleasure, a good deal of useful first hand information and acute blood poisoning. For this he had to return to the United States for a cure and a year's convalescence which he accomplished by signing up as a sailor on a Norwegian vessel and traveling around the world. "This whole experience," he now says, meaning when he crossed the world's oceans and its largest seas and

touched all the distant points of romance that might have made even Richard Halliburton green with envy, "has meant that I now have a modicum of first hand knowledge of the economics of many areas."

On one of his voyages, he landed in Belgium, spent about two months there and renewed his acquaintance with the Belgian people. From this and the foregoing, it is apparent that even without conscious design, Clary has been moving in a straight line toward his present position.

Somewhat less exciting than his experiences as a sailor and in Africa, his later contacts, from the time he left the sea to the time he came to work for Sabena as cargo manager, have all consistently proved beneficial and relevant to his new employment. These consisted of work as assistant sales manager for Sylvania for 18 months in which he wrote letters, entertained visitors and found out much about shipments for a "fair introduction from the shippers' point of view" concerning such things; general trainee work with Pan American World Airways in New York for

(Continued on Page 33)

Having given two opposing viewpoints on the negotiable airwaybill, AIR TRANSPORTATION now presents the most recent decisions reached by the International Civil Aviation Organization concerning this issue, an important one for shippers of air-freight everywhere.

★ The ICAO Decision ★

THE PROVISIONS relating to the airwaybill have been extensively amended in the new draft [amendments to the Warsaw Convention]. Whereas the Warsaw Convention provides that the airwaybill shall be made out by the consignor at the carrier's request, the new draft prescribes that the airwaybill shall be made out *by the carrier* and that the required particulars are to be supplied in part by the consignor and in part by the carrier. The number of these particulars has, moreover, been reduced: the Warsaw Convention has 17 different entries, the new draft retains only eight, possibly nine if the carrier requests information on the nature of the cargo.

The present Convention provides that if the carrier accepts cargo without an airwaybill having been made out or if the airwaybill does not contain all the required particulars, he shall not have the right to avail himself of the provisions of the Convention which exclude or limit his liability. The system of penalties in the case of absence or irregularity of the airwaybill has been substantially modified in the new draft. The absence of irregularity of the airwaybill no longer affects the liability of the carrier in case of loss, damage or delay of the cargo. On the other hand, the carrier is liable to the consignor for any damage the latter has sustained by reason of the failure to issue an airwaybill or the omission therefrom of any of the particulars to be supplied by the carrier. The principle is therefore the same as in the case of the baggage check. However, in the case of the airwaybill, some of the particulars are to be supplied by the consignor, who is then responsible for their correctness, and who is also liable for any damages sustained by the carrier or by anyone else, as a result of the irregularity, incorrectness or incompleteness of the information provided by him.

The provisions of the Warsaw Convention concerning the respective rights of the consignor, consignee and carrier in the case of a non-negotiable airwaybill have been retained in the new draft, subject to a few minor changes. A new provision, however, aimed at facilitating credit transactions, has been added: it enables the consignor, in the case of the non-negotiability of the airwaybill, to transfer his title to the cargo "by endorsement and delivery of his part of the airwaybill."

Negotiability of the Airwaybill

ALTHOUGH the Warsaw Convention does not specifically provide for negotiability of the airwaybill, there does not appear to be anything in it to preclude the issuance of a negotiable airwaybill. The new draft includes specific provisions on negotiability. However, in view of the great lack of uniformity between national laws in respect of negotiability of traffic documents, the draft does not attempt to settle in detail all the problems raised. The new system consists in establishing first of all a conflict of laws rule: the law to be applied to an airwaybill labelled "negotiable" is the law of the place where the airwaybill was issued, except when the consignor and the carrier have agreed upon a different law. In order to be valid, this agreement between the consignor and the carrier must be included in the airwaybill, and, in accordance with a general rule applying to negotiable documents, the agreement cannot be disputed as against the *bona fide* holder of the airwaybill.

Having stated the fundamental rule that the law of the place of issue shall apply, the new draft then specifies those provision of the applicable law which are to apply to airwaybill. These are, in order of priority: (*a*) provisions relating to negotiable airwaybills, when the law of the place of issue contains such provision; (*b*) provisions relating to negotiable traffic documents generally; (c) provisions relating to shipping bills of lading.

It was recognized, however, that a State may declare applicable to the negotiability of airwaybills, rules relating to documents of carriage used in a

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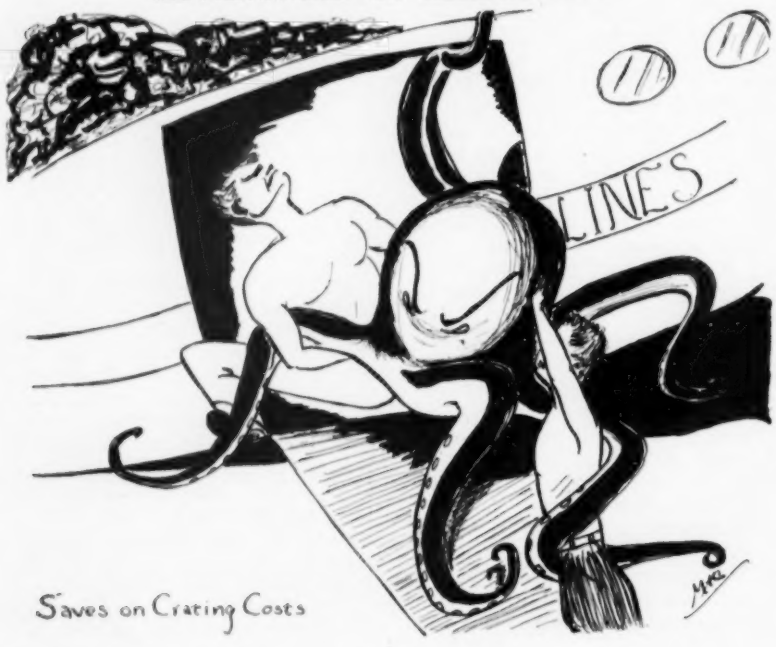
ADVANTAGES OF AIRFREIGHT



FOR REAL ECONOMY

AIR COMMERCE

(REG. U. S. PAT. OFF.)

USE AIR CARGO

VOL. 23 AUGUST, 1953 No. 2

PLAN NEW TYPE PLANE

Douglas' New DC-6C Features Convertible Interior for Cargo

SANTA MONICA—Combining the special cargo facilities of the DC-6A Liftmaster with the passenger features of the DC-6B, Douglas Aircraft Company has designed the first commercial air transport to feature a convertible cargo-passenger interior. More than just an ordinary combination plane, the new aircraft, designated the DC-6C, can be used for all-cargo purposes as well as for combination services. In just a matter of minutes, said Douglas' chief engineer, E. F. Burton, its interior can be changed from a configuration carrying 76 passengers, their luggage plus 2400 pounds of cargo, to a configuration carrying almost 13 tons of air cargo.

"This extreme flexibility," said the company's vice president-commercial sales, Nat Paschall, "will appeal strongly to airlines interested in obtaining the greatest public utilization from their aircraft and thus increase the present high earning capacity of the DC-6. The DC-6C has been designed both for present operators of DC-6 fleets and for those who have not yet acquired modern, four-engine transports."

Large doors, both fore and aft on the DC-6C, offer ample space for the loading or unloading of cargo. A large movable bulkhead inside the cabin separates cargo from passengers, and is listed as the plane's most versatile point. The bulkhead can be moved to four different stations, allowing the airline to alter the seating arrangement according to the volume of cargo to be flown. Despite the new type of interior, the DC-6C's dimensions are identical with those of the DC-6A and DC-6B. Like the other two, the new transport will be equipped with automatically controlled cabin pressurization and air conditioning suitable for both passengers and the flying of perishable freight.

NWA Reorganizes Staff

ST. PAUL—In a move to increase efficiency and productivity in the conduct of the company's business, the management of Northwest Orient Airlines has been reorganized to form a System Executive Office, some of whose members will be in New York. These members will exercise policy and functional control over the firm's two division headquarters, the Continental Division in St. Paul, and the Orient Division in Tokyo.

TAL Releases Figures

OAKLAND—Announcement that Transocean Air Lines has flown more than 15 million miles or some 600 times around the world in furnishing contract airlift for the Military Air Transport Service was recently made by Samuel L. Wilson, executive vice president of Transocean, as MATS observed the completion of its fifth year of operations in support of the armed forces. Included in these 15 million miles of service to MATS are Transocean's 48 round trips to Berlin in 1948 in "Operation Vittles," and a total of 65,675,917 ton miles flown between Travis Air Force Base, California and Tokyo during the 40 month period from June, 1950, to April, 1953, in the Korean airlift.

Air Express Growth Shown

OAKLAND—Air express shipments for the first quarter of this year handled in and out of the Municipal Airport here rose up 15.4% above the corresponding quarter last year. Gross revenue totaled $206,268 where the previous figure had been $101,043, recording an increase of 90.9%. Officials of the airport claim that air express continues to grow as business and competition increase the airport's tempo, and that its growth comes as a result of greater demands for faster distribution. For a closer look at the picture, air express shipments for the month of April rose 15.8% over the same month in 1951, and gross revenues gained 58% for the same period. This, of course, speaks well for the second quarter of the year.

Airfreight shipments also gained in April, when a total of 938,529 pounds were flown out of Oakland, or 20,000 pounds of airfreight more than was flown the previous April. Inbound airfreight increased from 555,921 pounds to 653,396 pounds, and the grand total for the month came to 1,591,925 pounds of airfreight handled here within that 30 day period.

UPS Takes to the Air Offering Cheaper Rates With Eastbound Delivery

SAN FRANCISCO—New low package rates are featured in the newly inaugurated, nationwide air parcel service for small shipments. With the start of this operation, United Parcel Service, largest retail package delivery organization in the world, has taken to the air.

This new service, the firm reported, enjoys several advantages over both air parcel post and air express shipments in that it is cheaper than either of the other and that, in its present setup, tends to encourage the eastward flow of traffic. In this setup, the firm's deliveries are eastbound only, out of Los Angeles and San Francisco to Portland, Seattle, Chicago, New York and Philadelphia, thus taking advantage of the lower rates. Eventually, the company hopes to fly a two-way service which will benefit a larger portion of the population.

In operation, United Parcel's air service calls for the shipping of small packages up to 100 pounds via the scheduled airlines—United, TWA, AA and Western. A five-pound package, for example, flying from Los Angeles to New York would cost 30 cents for the package and 28 cents per pound, or a total of $1.70—cheaper than any other form of airfreight in use. A 50-pound package would cost $14.30 compared to $40 for air parcel post and $39.70 for air express. To other cities, cost-per-pound rate is even cheaper.

Other points of interest to California shippers are the firm's facile record handling system, elimination of bills of lading, through pickup and delivery service with repeated deliveries to the customer who may not be present to receive the goods, and claims up to $200 per package. While not express delivery, the new service still offers second day delivery to merchants in New York.

Chicks Flown by Frontier

DENVER—About 3500 baby chicks, airshipped from this city, were offloaded at the Montezuma County Airport. Airfreight service was the selling point used by Farmers Supply Company, which advertised "Delivery in Peak Condition—Just 5 Hours by Air from Denver." The chicks arrived in excellent condition, having been flown to their destination by FAL.

President Prosposes Separation Of Subsidy from Mail Payments

WASHINGTON, D. C.—Separation of subsidy payments from regular airmail payments, long an issue of contention within the aviation industry, has been urged by President Eisenhower. Plans for a reorganization were sent to Congress, and in a message accompanying them, the President said that the amount of subsidy given to the various airlines would not be lessened, but rather that it will be separated from airmail pay and clearly designated subsidy. He also proposed the transfer of subsidy pay from the post office to the Civil Aeronautics Board.

This separation, he declared, will inform Congress as well as the public as to the cost of the subsidy program, which is said to cost the government about 80 million dollars per year. It will also give Congress "an opportunity to review and take any appropriate action with respect to the level of subsidy aid in the course of the regular appropriation process." It would not, he continued, stop consideration by Congress of bills that would "effect refinements and modifications" in the basic law as provided in the Civil Aeronautics Act of 1938. One change, however, would be an amendment to provide specifically that compensatory rates for flying the mail should be based on the cost of rendering this service plus a fair return.

Though hailed by many in the field as sound legislature bound to bring about improvements for the airlines themselves as well as the taxpayer's pocket, this measure can still be killed by a majority vote against it in either the House or the Senate. If no action is taken against it, the plan will automatically go into effect within 60 days of the President's announcement.

Avianca Adds New Service

MIAMI—According to Juan Ucros, general representative for Avianca in the United States, Jamaica and Bermuda, the airline is now operating all-cargo non-stop flights between Miami and Colombia on a thrice weekly schedule. A week-end flight makes available to shippers a Monday morning delivery of freight in Barranquilla, which has air connections with all of South America. Flights leaving Miami at 5 a. m. Monday morning arrive in Barranquilla at 9:30 p.m., and cargo for Bogota stays aboard and is delivered there at noon. Friday flights from Idlewild in New York arrive in Miami in time to make the connection with the South American service. All other cargo flights leave Miami every Thursday and Saturday.

Critical Equipment Flown

NEW YORK—On-time completion of the new Esso refinery at Antwerp necessitated the air shipping of pumps, pipe fittings and precision instruments by Sabena Belgian Airlines. Rushed from this city before flight by Air Express International Agency, which aided in simplifying handling and expediting the shipment, the critical equipment arrived before construction could be delayed on the refinery that will provide the Benelux countries with additional local supplies of kerosene, industrial fuels, premium and regular gasoline and heavy bunker fuel oils. The refinery will have a daily through-put of 25,000 barrels.

From Brussels has come word that Sabena has added Strasbourg, near the French-German border, to its routes. With this addition, Strasbourg became the seventy-sixth international community to be served by this company.

FTL Gets New Contract

BURBANK—According to Robert W. Prescott, president of The Flying Tiger Line, the company has been awarded an airfreight contract under which more than $2,000,000 of military cargo transportation may be purchased within the next six months by the Air Force's Air Materiel Command. Effective since the first of July, the contract calls for the ferrying of aircraft engines and parts as well as other military aviation equipment between Kelly Field near San Antonio and three bases located on the Pacific Coast. FTL is using C-46 equipment in this shuttle service. Pattern-type operation is used in that no adherence is made to strict schedules, flights being made according to the freight needs of the shipper. These are flown in addition to the all-cargo line's regular commercial airfreight traffic.

Start on Jet Cargo Plane

HAGERSTOWN, MD.—Having produced more cargo and troop transports since World War II than any other manufacturer, claims Fairchild's Aircraft Division, with the delivery of its 850th *Flying Boxcar*, the company is now embarking on a multi-million dollar research and development program for producing a high speed jet cargo plane. "The decision to proceed with this program," said President Richard S. Boutelle, ". . . is the result of what our organization has learned from a previously unrevealed engineering project . . . Our organization is convinced that in the foreseeable future both military and commercial cargo planes will have to be capable of operating at far lower ton-mile costs than present or projected aircraft. High speed over long ranges and quick turn around time are essential if this goal is to be attained."

NYA Service Increased

TRENTON—Expanding at a commendable rate, New York Airways has inaugurated twice daily helicopter service for 12 additional New Jersey communities located between this city and Newark Airport. This service concerns the flying of airmail, airfreight and air parcel post, but the carrier has also begun flying passengers between the three major airports contained in the Greater New York area. Lockheed Aircraft Service was given the job at Idlewild of converting NYA's five 'copters to accommodate passengers as well as freight. This newer service will, according to spokesmen for the firm, eventually be extended to all its routes "sometime in the distant future."

Sabena Too

Mirroring this advance, Sabena's helicopter service in Brussels will, through an arrangement made with the Netherlands government, begin the world's first international helicopter service shortly. The cities to be served will be Brussels, Antwerp and Rotterdam. By serving other cities deprived of airports, said the carrier's Anselme Vernieuwe, vice president —operations, helicopters will bring new classes of clients to the larger national airports.

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To Encourage Air Cargo

LONDON—With the announcement that Hunting Air Transport has put in an order for Vickers *Viscount* aircraft—making Hunting the first independent to re-equip with prop-jets—Percy Llewellyn Hunting expressed his faith in the future of air-freight. In a speech delivered at Woolsington Airport, Newcastle-upon-Tyne, Hunting outlined some of the firm's plans as follows: "We shall also concentrate on building up business on the freight side for this is equal in importance and in fact air-freighting, mostly up to now in the U.S.A., has been increased between 1947 and 1951 by some 240%. We hope to help it grow on that scale in this country. I forecast that as the general public awakes to realize the significance of these facilities which the air can provide, they will in this country soon regard—as they do in the United States of America—the air as the normal mode of travel, which they would naturally think of using before considering any other."

Non-Stop Service Sought

CIUDAD TRUJILLO—Non-stop service is being sought between this city and New York by Pan American World Airways. A request for an amendment to its present certificate has already been filed with the Civil Aeronautics Board in Washington, but no answer has as yet been given. This direct service, which would eliminate change of planes and would cut in transit time down to less than six hours, would not affect any of the airline's existing service to the Dominican Republic, Pan Am said.

AEIA Forwards 16,000 Pounds Of Parts to Stricken Vessel

DURBAN, SOUTH AFRICA—The loss of thousands of dollars to the owners of a disabled ship lying off this coast was avoided with the airfreighting of replacement parts from the United States. Due to the distance involved and the extreme weight of the parts, delivery of the parts required considerable planning and timing, the use of two airlines, and the services of Air Express International Agency.

In answer to the S.O.S. sent from the disabled ship, a five ton rotor, plus diaphragm, nozzle block, steam shield and other parts weighing an additional three tons, were flown from New York by Pan American World Airways on a DC-6A *Liftmaster* leased from Slick Airways. Crating, processing and documentation had taken only two days before the cargo was sped over the Atlantic to Brussels. At Brussels, Sabena Belgian Airlines was prevailed upon to allow a 24-hour delay on its regular airfreight run to Johannesburg for the cargo flying in from New York. Sabena then carried the 16,000 pounds of ship parts to Johannesburg, and at Johannesburg, AEIA made arrangements for a cargo truck to stand by to pick up the cargo and carry it here. From Durban, it was ferried out to the stricken ship, having come 9000 miles in as short a time as possible and at an enormous saving to the owners of the vessel.

16,000 pounds of ship parts required a special flight from New York to Durban to assist a vessel, the S.S. *San Julian*, lying off the coast of Africa. Air Express International Agency handled the shipment, which is here shown being loaded aboard a Douglas DC-6A.

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More Cargo Space Added

NEW YORK—Inauguration of DC-4 flights between Panama and Lima, Peru, by Panagra has given increased cargo space to shippers in both North and South America. These new flights also serve Cali, Quito, Guayaquil and Talara, said Edward G. Bern, the airline's vice president and sales manager.

Bern also noted that the company's cargo sales during April showed an increase of 19% over the same month last year. Total sales amounted to $111,980 as opposed to the previous April's $91,378, and the new space space available, added Bern, should step up the South American sales figures for the balance of the year.

PAL Gets CAB OK

MEXICO CITY—Philippine Air Lines' application for a direct air link to this city from San Francisco has finally been approved by the Civil Aeronautics Board. The new route, flown non-stop by DC-6Bs and DC-6s, puts the two cities just seven and a half hours away from each other. "The new service," said PAL's president, Col. Andres Soriano, "will be a further step in the progressive and continuing development of San Francisco as an international air center." Mexico City is the third city to be added to the company's international route this year.

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Mr. A. Tee Presents FACTS and FIGURES

ALLEGHENY AIRLINES: The first profitable April in its history came to the airline this year. A profit of about $5000 was recorded for the month that actually had registered $32,000 over March, and $2000 less on expenses. This last figure is important, because the carrier in April had flown an additional 7500 scheduled miles.

British European Airways: Its five Vickers *Viscounts*, turboprop transports, brought in $292,000 in revenue, earning a substantial profit for the company. The five planes flew an aggregate distance of 136,200 miles and established a load factor of 75% during their first month's operations. BEA has a total of 26 such *Viscounts* on order

Continental Air Lines: In its quarterly report to stockholders, a net income was announced of $683,011, an improvement over the $37,074 announced for the like period last year. Total operating revenues came to $2,491,792, showing a 6% gain when compared with those of the same quarter in 1952. Operating expenses, however, were up 9%.

Northwest Orient Airlines: Where last May's operations had showed a loss of $202,675, this past May's operations showed a profit of $507,029. Total revenue for the month came to $5,634,948, a considerable increase of 27.7% over that of May, 1952. Revenues for the first five months of the year showed a gain of 18.6% while expenses increased only 7.5%. The consistent trend for the year has been for revenues to show a greater proportionate increase than expenses.

Pacific Northern Airlines: A new, all-time high in total system traffic was chalked up for May. In that month, the carrier flew 943,280 ton miles of revenue traffic, beating the previous record, carried in August, 1952, of 892,954 ton miles. On its flights to Alaska, 39% more passenger traffic, 44% more airmail traffic and 126% more air cargo traffic was recorded for May, and early reports are that June's volume will surpass all these figures.

Pan American World Airways: For the first quarter of this year, cargo ton miles dropped 11% although revenue ton miles went up 5%. The reason for the opposing figures being that much of PAA's last year's airfreight business was on a 'tramp' basis, especially to South America, and its current operations are conducted on a regular three-times-per-week schedule.

Seaboard & Western Airlines: Flight operations for May were up 16% over the like month in 1952, showing a trend for this carrier that appeared to be consistent throughout the industry. Its fleet of DC-4s totaled 728,895 revenue miles in 3687 hours. In May, it had also chalked up its 4076th ocean crossing. Quite a good set of figures for May.

United Air Lines: Freight and passenger traffic for May exceeded all previous totals for that month, when the number of airfreight ton miles flown rose up 31%, air express ton miles rose 11%, and passenger ton miles rose 20%. Even in comparison with April's figures, gains were again recorded: 2% for airfreight and 12% for passengers.

Cargo on Upward Trend

SEATTLE—Considerably more airfreight was flown from this terminal point to Anchorage, Alaska, by Northwest Orient Airlines in May than was flown the previous May, said James W. Mariner, vice president of sales. Airfreight figures came to 559,089 pounds, as contrasted with the previous May's 463,559 pounds. Of the new total, fully 297,134 pounds consisted of fresh meat, produce and other perishable items, and the rest consisted of so-called 'dry' freight. "The increase in airfreight during this May," said Mariner, "over May, 1952, continues a trend that has been evident so far in 1953. Through the first five months of 1953 we have flown to Anchorage 2,360,048 pounds of airfreight, compared with 1,715,367 pounds in the first five months of 1952."

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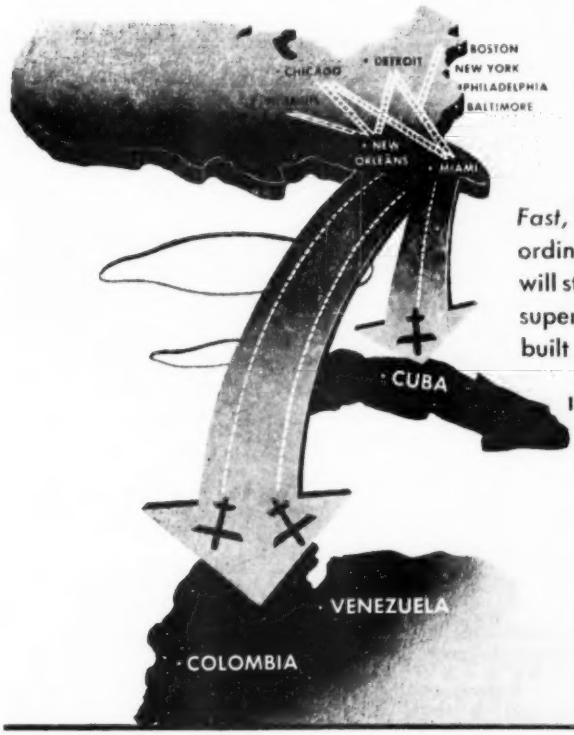

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Seek Navy Cargo Contract

LOS ANGELES—New bids have been sought and are currently being analyzed concerning the U. S. Navy's transcontinental route contract. Still being flown by The Flying Tiger Line at 73.9 cents per C-46 plane mile, and prior to this having been flown by Slick Airways, the contract calls for the flying of urgent Navy supplies on a volume basis within the United States. The service is divided into three parts: a transcontinental service, service between Boston and Newark, and special flights to any destination within the continental limits.

Dallas Air Group Forms

DALLAS—For the improving of feeder-line service throughout the nation, 35 Southwestern communities from five states convened here to form the Southwest Local Air Service Conference. An 11 man Steering Committee to direct and coordinate the region's air services was elected, and a resolution was already endorsed (House Resolution 257) calling for a Congressional investigation into the fundamental problems of local air service and the CAB's policy of short-term certificates for local air routes.

A petition has also been filed by the Dallas Chamber of Commerce and supported by the Conference requesting the investigation of the need for new or improved service between this city and 43 other Southwestern communities. And carriers, according to a report, are being invited to file their own applications for the new routes or route extensions that are required.

BOOKS

THE thirty-fourth annual edition of the ever-popular **Aircraft Year Book** presents as usual a complete review of latest developments in the country's civil and military aviation, a complete directory of aircraft, executives, agencies, statistics and chronology as well as an encyclopedia of historical facts, quotes and unusual data. In all, the book represents a thorough survey of the field, but has failed somewhat to give appropriate space to air cargo, which is looming increasingly important in the industrial scene. Still, it is the most comprehensive book out devoted to the aviation field, fully deserving its title of "The Standard Reference of United States Aviation." Completely indexed. (Lincoln Press, Inc., 511 11th St., NW, Washington, D. C.; 464 pages; $6.00.)

The discussion of books in general, generally confined to the classroom and some of the better papers and magazines, offers considerable reward to those who are willing to give it some time. So much so in fact, that after reading Professor Gilbert Highet's **Persons, Places and Books**, one wonders why greater attention is not paid by the larger public to the world of books and to the worlds that books create. Prof. Highet discourses on books over the air each week, and now 30 of those discourses have been published in book form for those who have not heard the programs, or those who wish to be reminded of them again, and re-enter the world of books with one of the most lucid and delightful guides one could want on such a trip. The essays are all short and cover a lot of ground. Sometimes one wishes greater penetration into some of the aspects that are revealed there, but time on the radio doesn't often allow that. Sometimes too one might disagree with some of the judgments or views, but Prof. Highet, being an excellent guide, does not argue back or force his views on anybody. No matter what slight exceptions one might take with the book, everyone will be charmed with it, everyone will enjoy the trip, everyone will want to read or reread the books mentioned therein. And that is the particular value of Highet's volume; it inspires the urge in you to go on from there. But 'there' in this case is a fine place to start. (Oxford University Press, 114 5th Ave., NYC; 277 pages; $3.50.)

All manufacturers, importers, exporters, wholesalers, retailers, etc., doing business in the Republic of Mexico are listed in the new 1952-53 edition of **First National Directory of Mexico.** Anything you might want to know about airlines, radio stations, advertising agencies, insurance firms and the like are also included in this big, 5000 page two volume book that also, for the first time offers the capital rating of about 40,000 firms. A true encyclopedia of all Mexican commerce and industry, it is certain to be a big help to most individuals or firms interested in the business life of that country. (Croner Publications, agents, Queens Village, NY. $20.00 f.o.b., Mexico City.)

L. P. Bradley, Jr., Supervisor-Files and Library at McDonnell Aircraft, has put together a large manual to serve as a guide for the many file clerks, stenographers, librarians, office managers and all others concerned with the filing and finding of aircraft correspondence. Compiled with painstaking accuracy and published by the author, the **Filing Manual for Aircraft Correspondence,** as it is aptly called, is a triumph of achievement and should find a rightful place in every library, airline office, aircraft manufacturing firm or agency connected with the aviation industry. Bradley is to be commended for doing a sound, workmanlike job. (L. P. Bradley, Jr., 2328 Rockdale Ave., Normandy 21, Mo.; 256 pages; $5.50 postpaid.)

Volume V in the prodigious series devoted to recording the history of the U. S. Air Force during World War II has just come out, and while it takes us past the end of the war, it is still not the last book in the series. Two more volumes of **The Army Air Forces in World War II,** presumably taking us up to the most recent past, are scheduled to follow. Volume V covers the Pacific phase of the war, giving us an accurate account and some admirable photographs of the islands and the fighting men as they appeared in those terrible and unforgettable days. Climax of this particular volume is, as it was in the war itself, the dropping of the two atomic bombs on Japan. Though considerably detailed, the book nevertheless makes fascinating reading. Edited by W. F. Craven and J. L. Cate. (The University of Chicago Press, 5750 Ellis Ave., Chicago 37, Ill.; 878 pages; $8.50.)

Not a book, strictly speaking, but bound to be a source of more pleasure is a booklet called, **New York State Vacationlands.** Just as the title implies, it is concerned with all the resort areas in the entire state and all of the facilities for having a good time therein. Beautifully illustrated. (State of New York Department of Commerce, 112 State St., Albany N. Y.)

Lifts Heavy 'Copter Load

PHILADELPHIA—Probably the heaviest load ever to be flown by a helicopter was lifted by a Piasecki H-21 flying cargo for the army. The load was flown at the International Airport here, the 'eggbeater' flying at its normal gross weight of 13,300 pounds. Piasecki has recently begun producing a higher-powered Army version of the *Work Horse*, as this helicopter is known, for transport use.

Two New Rates in Effect

NEW YORK—Five airlines, TWA, United Airlines, Northwest Airlines, AA, and Western Air Lines, have announced two new commodity rates from the East Coast to Los Angeles. Surgical sutures, which previously had moved at the general commodity rate of $28.88 per hundredweight from New York to Los Angeles, now move at $21.60, while the airfreight rate on paper, including printed gummed and abrasive, has been reduced from the general commodity rate of $28.28 per hundredweight to $22.65 per hundredweight from Bridgeport, Conn., to Los Angeles.

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NEW EQUIPMENT FOR THE *Shipper & Carrier*

ORMET PRODUCTS: By way of revolutionary innovation, Ormet has produced something different in the way of recessed lighting fixtures. Known as the Orhat—which is a high-hat that is easy to install—the new device contains slots on the side that just glide it into place, thus eliminating the time usually wasted in lining up the high-hat before securing it. Highly engineered, yet competitively priced, the Orhat is tapered so that it can be stacked without binding, and made of 16 gauge aluminum, it is more sturdy than the conventional high-hat and considerably more efficient. Also it is the only high-hat that comes with a built-in outlet box. In a field where new ideas such as this are slow in coming, Ormet stands out as a company that shows decided promise and fresh talent. The Orhat, being so completely different and better in every way, bears proof of this.

Bassick Company: Fully case-hardened raceways for extra durability and longer

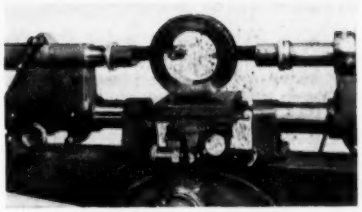
service, and lower-priced than many casters of the same size, are the new 5 inch and 6 inch casters that have been added to the firm's popular '68' series. The new casters are recommended for use on trucks and other portable equipment for loads up to 1400 pounds. They feature double ball-bearing swivel action for easier handling, but specially designed rigid casters are also available to match the swivel type, if preferred.

Electronic Devices, Inc.: Battery-type portable radios can be easily converted to AC operation on ordinary 110-volt house current with a new device known as Sav-A-Battery. The new device is a battery that can be placed inside the portable and yet plugged into any AC outlet. This, of course, saves wear and tear on the radio's ordinary battery, enabling them to be used elsewhere, where no outlets are available. It also saves on battery replacements, generally an expensive proposition, and can also rejuvenate weak 'B' batteries when hooked up according to instructions. No wiring or soldering is necessary. Retail price is listed at $6.95, but the savings involved will amount to much more than that.

Aaron Cohen: A perfect natural for pilots, co-pilots, navigators, hostesses and all others who might need it is the new A.C. Flash Lite Pen that writes in the dark. Containing a battery and a small bulb for this purpose, the pen is remarkably compact, light in weight and easy to use. The ball point pen weighs only an ounce and a half, its ink cartridge can be replaced at low cost and its styling make it quite attractive. Also, there is an unconditional money back guarantee. The price is only $2.00, including postage, and the firm is located at 130 W. 42nd Street, New York City.

Kemode Manufacturing Company: Especially suited to all types of aircraft maintenance work, but requiring no electric current or external heat of any kind, is a new type of soldering iron that works on chemicals. Known as the Quik-Shot, the iron uses a chemical cartridge that heats it to working temperature in just 10 seconds and keeps it at an average soldering temperature of 800°F for seven minutes. A spring rod pulled from the cartridge ignites it, and about 250 watts equivalent energy is developed. With this innovation, the iron can be used where line power is neither convenient nor available. It can also be used without fear of electrical shock or fire hazards. Five interchangeable tip sizes ranging from 3/8 to one inch are another important feature.

Engis Equipment Company: Measuring the lengths or diameters of gauges and parts to .0005" direct reading and .0001" by convenient estimation can be accomplished with the new Microptic Measuring Machine (horizontal type). With simple



standards of 4" length, it can be extended to a capacity of 14" external measurement and 10" internal measurement. The work table is adjustable, and can be tilted and turned so that the work piece can be aligned quickly to check true maximum or minimum dimensions. The built-in scale operates without wear, being both permanent and flexible and assuring absolute and reliable readings.

Two German Cities Added

PARIS—Two new cities have been added by Air France to its routes into Germany. These two cities, Stuttgart and Nuremburg, bring the total of cities in Germany served by this carrier up to six. The new service leaves Orly three times each week, reflecting the fact that Germany offers a good volume of business to the airline.

In addition to these, Miami will become a port of call for the carrier some time in October to tie into its central Atlantic route, announced Henri J. Lesieur, general manager. Air France will be the fifty-eighth airline using facilities at Miami's International Airport.

Airwork Seeks CAB OK

LONDON—Having received approval from the British government to operate its all-cargo services across the Atlantic, Airwork Ltd. has now applied for similar approval by the Civil Aeronautics Board in Washington. Since the CAB has not to date seen fit to issue a certificate to American-flag all-freight carriers flying the Atlantic, whether Airwork's application will be approved is problematical. The company intends to fly its scheduled freight service from either London or Prestwick to New York City with intermediate stops at Iceland, the Azores, Newfoundland and Montreal.

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★ **AIR TRANSPORTATION** ★

Globemaster Redesigned

SANTA BARBARA—Douglas Aircraft's famous cargo plane, C124 *Globemaster*, will be an entirely new plane when the turboprop version is released. Besides the four Pratt & Whitney T34 engines that will power the new transport, as previously reported (AIR TRANSPORTATION, July, 1953) the greatest innovation will be the removal of the clam-shell loading doors in front of a tail loading door at the rear. Instead of a low-wing plane, it will now be a high-wing transport, and instead the conventionally-placed landing gear beneath the fuselage, the wheels will be installed in fender-like housings on each side. Cargo capacity of 50,000 pounds will not be altered, however.

Formal Agreement Signed

PARIS—Representatives of both the French and the Colombian governments met recently in Bogota and signed a formal air agreement that, in the main, follows the lines of a private agreement established in 1951 between Avianca and Air France. Primary difference is that the formal agreement covers certain matters that can only be resolved on a governmental level. Extended traffic rights were also granted under the terms of the new pact.

Airlines Order More DC-7s

SANTA MONICA, CAL.—Douglas Aircraft Company has announced the purchase of six DC-7 transports by Delta-C & S airlines of Atlanta, Ga. This makes a total of 10 DC-7s ordered thus far by the southern airline. According to Nat Paschall, Douglas vice-president of commercial sales, the company now has orders for 64 of the planes described as the fastest reciprocating engine transports in the world. United, National, and American will also operate fleets of the new plane.

Claim Load Records

NEW YORK—When one of the DC-4s belonging to Seaboard & Western Airlines arrived here from Hamburg, Germany with 16,407 pounds of airfreight, it set a new record in transatlantic airfreighting. The previous high for this type of aircraft was also set by S&W with a load weighing 16,014 pounds that went to Frankfurt.

Another record was set, this time by the Military Air Transport service with the carriage of a tractor weighing 29,814 pounds. Using a Douglas C-124 Globemaster II, MATS flew this equipment from Westover AFB to Thule AB in Greenland. This shipment constituted the heaviest single piece of air cargo ever to be flown from Westover, said MATS.

FTL Speeds Saws West

SEATTLE—Racing against time, The Flying Tiger Line recently sped 300 Homelite Chain Saws from manufacturers here in the east to Homelite branch offices in Seattle and Portland in response to rush orders of Northwest loggers. The saws, needed for coast lumber operations, reached the loggers in time to prevent any delay in timber cutting.

Interim Flights Denied

WASHINGTON, D. C.—Two carriers were refused permission to fly their proposed transatlantic airfreight routes while awaiting the CAB's decision on certification. The two airlines were European-American Airlines and Overseas National Airways, who, as part of a group of six, are seeking certification as scheduled air cargo carriers across the Atlantic. In refusing permission, the Civil Aeronautics Board said, "it is not in the public interest and contrary to the development of a sound air transport system to authorize operations . . . for the purpose of securing experience over the routes . . ."

Plan P. O. Reorganization

WASHINGTON, D. C.—A system of negotiated airmail contracts that may radically alter the present pattern of civil aviation has been proposed by the new management of the Post Office Department. This proposal, which will mean a return to the system of negotiated airmail contracts, states, in short, that the post office, which pays the bill, should be allowed to negotiate airmail contracts. This, of course, coincides with the Chief Executive's urging that airmail pay be separated from subsidy pay and clearly labelled as such.

With this reorganization, the Post Office Department, it was said, would be relieved of carrying about 80 million dollars of present airmail pay in its budget. However, it would still be charged about 53 million dollars per year. Post Office officials noted that the going rate for air express is about 10 cents less per ton miles than the 45 cents prescribed by the CAB as the minimum earned airmail rate. By having the right to negotiate contracts, Postal officials claim that the government will then receive the special discounts for planeload lots that private air shippers receive.

Sees Growth in Air Cargo

NEW YORK—Air cargo is becoming a major factor in the business of flying, said Willis G. Lipscomb, Pan American World Airways' vice president-traffic sales, and it will equal passenger revenues within the next 10 years. The term air cargo no longer implied the aerial shipping of small packages, he stated. The airlines must rise to the opportunity of flying airfreight, and the principle of bulk airfreighting, which has prevailed in Latin America for some years, should also be applied to transatlantic operations. Latin America, he added, has undergone "a general revision of shipping habits" in gearing itself to air transportation. Whole industries changed to keep abreast of this new medium and to reap the profits.

Tests for Perishables

PORTLAND, ORE.—To determine the best possible methods of handling large volumes of perishable air cargo, Pacific Northern Airlines is currently busy conducting exhaustive temperature checks that will offer the best solution. In conducting these tests, sealed recording thermometers are put into perishable shipments, and a constant record of the temperature is made on a tape while the shipment is in transit. According to the firm's officials, these are the first of such tests to be made by any of the carriers serving Alaska.

In further connection with the tests, PNA has put cool room facilities into operation at Boeing Field. These allow maximum protection for perishables such as fruits, vegetables, fresh meat, flowers and eggs and keep them in prime condition for retail sales in Alaska.

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AIR TRANSPORTATION *Congratulates*

Braniff International Airways: In June, the airline celebrated its twenty-fifth year of service operating under the guidance of its founder and president, T. E. Braniff. From rather scanty beginnings with a $15,000 cabin plane, the company has grown to where it now employs 4500 people and is known as the twelfth largest airline in the world today and the sixth largest in the United States.

Capital Airlines: For "outstanding efforts on behalf of his country and the air industry," Jennings Randolph, assistant to the carrier's president, received a scroll from the Washington Airline Traffic Association. According to this organization, they plan to make the presentation of the scroll an annual event. As presented to Randolph, it reads, "We the members . . . do hereby acknowledge with respect and admiration your outstanding efforts . . . your tireless zeal . . . and your salesmanship in behalf of the entire transport industry are a source of inspiration to all true Americans and loyal airline employees."

Civil Aeronautics Board: From the Department of the Air Force, Raymond Sawyer has taken over the position of executive director of the CAB. In this new post, he succeeds James M. Verner, who resigned to enter the private practice of law in the nation's capital.

Flying Tiger Line: Kenneth R. Albertson was appointed manager of rates and tariffs. He joined the all-cargo line only in 1952. Prior to that, he spent six years with Capital Airlines at Detroit, and had served with U. S. Army Intelligence during the war.

Northwest Orient Airlines: Considerable activity within the company has brought about some interesting promotions. Five officials as part of a management reorganization program were promoted, James W. Mariner heading the list. Head of a new planning unit is C. L. Stewart. The other three are: W. J. Eiden, Dale Merrick and Frank J. Scott. Another promotion concerned F. C. Judd, who is now vice president of operations.

Panagra: According to Andrew B. Shea, president of the firm, Cyrus S. Collins has been elected an assistant vice president. Having joined Panagra in 1942 in Peru, he is, of course, quite familiar with the workings and aims of the airline. From 1948 up to his recent promotion, Collins worked under Douglas Campbell in New York.

Philippine Air Lines: Having joined PAL a year ago, Lee A. Telesco has now been made executive assistant in the office of the vice president, Col. B. L. Anderson announced. Telesco holds the Distinguished Service Cross, Legion of Merit, Bronze Star Medal and several other honors. He is a graduate of Stanford University at Palo Alto.

Scandinavian Airlines System: Ed Borgstrom, formerly district sales manager in Cleveland, has replaced Harry J. Cooper as district sales manager in New York. Cooper has left SAS to become director of public relations of the International Association of Lions Clubs.

Commissioners Get OK

OAKLAND—Approval was given by the CAB to this city's Board of Port Commissioners' petition to intervene in the Transpacific Renewal Case on behalf of Transocean Air Lines. The airline, which plans to use three DC-6Bs in its proposed service, has applied for a certificate of public convenience and necessity to engage in operations between this city and Honolulu and points in the Far East.

Slick Flies IBM Brain

SANTA MONICA, CALIF.—In a coast-to-coast, 2600 mile flight, a Slick Airways airfreighter recently transported a 12½ ton IBM Electronic Data Processing Machine to Douglas Aircraft in Santa Monica. The memory machine will be used by Douglas to predict the performance of aircraft and missiles before they are actually constructed by reducing the proposed aircraft design characteristics to mathematical equations which will then be solved by the machine. The journey was accomplished in an overnight hop.

Riddle Changes Hands

MIAMI—A group of Miamians have acquired controlling interest in Riddle Airlines, scheduled all-cargo airline, stated John Paul Riddle, former president. He is succeeded by J. G. Helvey, who previously had been executive vice president and general manager of the company. In 1952, Riddle carried 26% more airfreight than it had during 1951. For 1953, the airline shows good promise of maintaining that trend. The names of the new board of directors, soon to be released, are prominent in New York, Miami and Puerto Rico business circles.

So far, a new airfreight schedule between the above-named cities has been announcedby Helvey. The new flight, leaving Idlewild daily after 3 p.m., supplements the other established schedules on Riddle's routes, and is made possible through the recent acquisition of new equipment.

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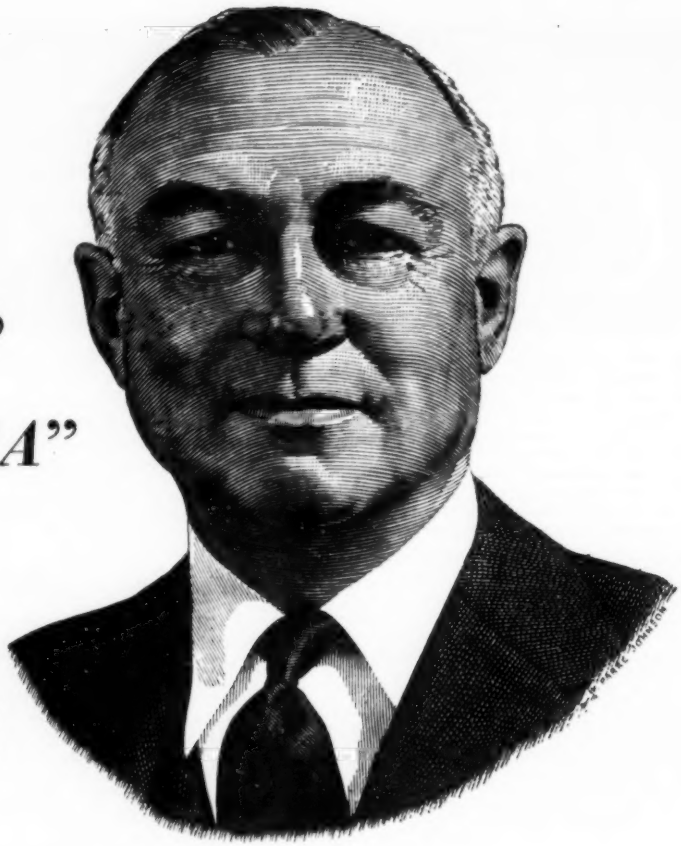

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Secretary of the Treasury

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International Airline Cargo Rates

(including U. S. possessions and territories)

Air cargo rates quoted in this section refer only to points served *direct* by carriers, or by transshipment aboard aircraft of the *same* company. Interline agreements among most carriers enable shippers to route their cargoes via connecting airlines to nearly every part of the world. Rates are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

Air carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage
BAL—Baltimore
BGR—Bangor, Me.
BUJ—Beaumont, Tex.
BOS—Boston
BRO—Brownsville, Tex.
BTV—Burlington, Vt.
CHS—Charleston, S. C.
CHI—Chicago
CLE—Cleveland
CRP—Corpus Christi, Tex.
CTB—Cut Bank, Mont.
DAL—Dallas
DEN—Denver
YIP—Detroit
DLH—Duluth
ELD—El Dorado, Ark.
ELP—El Paso
EVV—Evansville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
BDL—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HNL—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
JAX—Jacksonville
MKC—Kansas City, Mo.
KIN—Kingston, Jam.
LRD—Laredo
LIT—Little Rock, Ark.
LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MPS—Minneapolis-St. Paul
MOB—Mobile
UL—Montreal
MSY—New Orleans
LGA—New York (La Guardia)
IDL—New York (Idlewild)
EWR—Newark
ORF—Norfolk
NLD—Nuevo Laredo, Mex.
OAK—Oakland, Calif.
OMA—Omaha, Nebr.
PUK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Ore.
PVD—Providence
QY—Sydney, N. S.
STL—St. Louis
SLC—Salt Lake City
SAT—San Antonio
SFO—San Francisco
SAV—Savannah
SEA—Seattle
SHV—Shreveport, La.
GEG—Spokane, Wash.
SGF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, Ind.
TOL—Toledo, Ohio
YTO—Toronto, Ont.
VR—Vancouver, B. C.
DCA—Washington, D. C.

AIRLINE SYMBOLS

A—American Airlines
AE—Aerovias Ecuatorianas
AF—Air France
AL—Aerolineas Argentinas
AV—Avianca
B—Braniff International Airways
BC—British Commonwealth Pacific Airlines
BO—British Overseas Airways Corp.
C—Colonial Airlines
DC—Delta-C. & S. Air Lines
E—Eastern Air Lines
EA—Expreso Aereo Interamericano
EL—ELAL (Isreal Airlines)
K—KLM Royal Dutch Airlines
L—Lineas Aereas Mexicanas (LAMSA)
LA—Lineas Aereas Costarricenses (LACSA)
LI—Linee Aeree Italiane (Italian Airlines)
LV—Lineas Aeropostal Venezolana
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and Panagra
PH—Philippine Air Lines
R—Riddle Aviation Co.
S—Sabena Belgian Airlines
SS—Scandinavian Airlines System
SW—Seaboard & Western Airlines
SR—Swissair
TA—TACA International Air Lines
T—Trans-Canada Air Lines
TL—Transocean Air Lines
TW—Trans World Airlines
U—United Air Lines
W—Western Air Lines

SPECIAL NOTES

COMMODITY RATES: Apply to airlines.

AF: Valuation charge is applicable only on shipments equa to or more than $7.48 per pound.

K: Valuation charge is only on shipments with a declared valuation in excess of $7.48 per lb.

L: Shipments of less than 22 lbs. are sent air express.

P: Valuation charge is only on shipments with a declared valuation in excess of $7.48 per lb.

PH: To any destination in the Philippines served from Manila by PAL (where routing is via PAL from San Francisco) add 10¢ per pound to rates shown as applying to Manila.

SW: Special rates for shipments of 1000 lbs. and over.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TC: Cheaper "deferred" rate available. Contact airline direct.

RATE SYMBOLS

* This involves onward carriage by another airline.
** Per $100 (Canadian Currency) value, pro-rata.
‡ Minimum charge for this shipment is that for 25 lbs.
^ Rate of 25 lbs. or less.
▾ Minimum weight 50 lbs.
† Minimum charge per shipment $3.00.
^^ Minimum charge per shipment $4.00.
‡‡ Minimum charge per shipment $7.00.
ǂ Minimum charge per shipment $6.00.
df Daily freighter service.
tm Truck to Miami.
c Canadian Currency.

Destination	Airport and Airline		RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Abidjan, Ivory Coast	IDL	AF	1.73	1.30	.25	T,Th,Sa
	BOS	AF	1.71	1.28	.25	T,Sa
Abo, Finland	IDL	SS	1.33	1.00	.25	Dly
Accra, Br. Gold Coast	IDL	P	1.73	1.30	.25	Su,Th
	BOS	P	1.71	1.28	.25	Th
"	BOS	BO	1.71	1.28	.25	Th,Sa
"	IDL	BO	1.73	1.30	.25	Dly
"	IDL	AF	1.73	1.30	.25	W
"	BOS	AF	1.71	1.28	.25	T
Addis Ababa, Ethiopia	IDL	BO	2.19	1.64	.25	Dly
	BOS	BO	2.17	1.63	.25	Th,Sa
Aden, Aden	IDL	BO	2.19	1.64	.25	Dly
"	BOS	BO	2.17	1.63	.25	Th,Sa
Ajaccio, Corsica	IDL	AF	1.27	.94	.20	M,W
"	BOS	AF	1.25	.94	.20	T
Albertville, Belgian Congo	IDL	S	2.03	1.52	.25	Dly
Alexandria, Egypt	IDL	LI	1.64	1.23	.25	W
Algiers, Algeria	IDL	TW	1.33	1.00	.25	Th
"	IDL	AF	1.33	1.00	.25	Dly
"	BOS	AF	1.32	.99	.25	T,Sa
"	BOS	TW	1.32	.99	.25	Th
"	CHI	TW	1.42	1.06	.25	Th
"	PHL	TW	1.36	1.02	.25	Th
Aleppo, Syria	IDL	AF	1.76	1.32	.25	T,Th,Sa
"	BOS	AF	1.75	1.31	.25	Sa
Amsterdam, Neth.	IDL	S	1.17	.88	.20	Dly
"	IDL	BO	1.17	.88	.20	Dly
"	BOS	BO	1.15	.86	.20	Th,Sa
"	MIA	BO	1.28	.98	.20	W,Sa
"	IDL	P	1.17	.88	.20	M,F,Sa
Amsterdam, Cont'd	BOS	P	1.15	.86	.20	Sa
"	IDL	SS	1.17	.88	.20	Dly
"	IDL	SR	1.17	.88	.20	Su,T,W,F,Sa
"	IDL	AF	1.17	.88	.20	Dly
"	BOS	AF	1.15	.86	.20	T,Sa
"	IDL	K	1.17	.88	.20	Dly
"	UL	K	1.12	.84	.22	F,Su,W
Anchorage, Alaska	SEA	NW	.23	.17	.15	Dly
"	MSP	NW	.41	.31	.15	Dly
Antigua, B.W.I.	IDL	P	.34	.24	.15	Su,W
"	MIA	P	.25	.18	.15	Su,W
"	MIA	BO	.25	.18	.15	W,Sa
"	IDL	BO	.34	.24	.15	M,W,Sa
Antilla, Cuba	MIA	P	.20	.10	.15	Dly
Antofagasta, Chile	MIA	P	1.13	.61	.20	Sa,W,Th
"	MSY	P	1.19	.68	.20	Su,F
"	HOU	P	1.22	.71	.25	Th,F
"	BRO	P	1.22	.71	.25	T,W,Th
"	LAX	P	1.35	.85	.25	W,F
Aracaju, Brazil	IDL	P	1.54	1.54	.25	Dly except M
"	MIA	P	1.26	1.26	.25	T,Th,Sa
"	MSY	P	1.53	1.53	.25	M,F
"	HOU	P	1.68	1.68	.25	M,F
"	BRO	P	1.60	1.60	.25	T,Th
"	LAX	P	1.90	1.90	.25	M,W,F
Arecibo, P. R.	MIA	R	.12	.10‡	...	Dly
"	LGA	R**	.20	.17	...	Dly
Arequipa, Peru	MIA	P	1.00	.53	.20	Su,M,T,W
"	MSY	P	1.06	.60	.20	M
"	HOU	P	1.09	.63	.20	Sa,Su,M,T
Arequipa, Cont'd	BRO	P	1.09	.63	.20	Sa,M,T
"	LAX	P	1.22	.77	.20	M,W
Arica, Chile	MIA	P	1.06	.57	.20	T
"	MSY	P	1.12	.64	.20	T
"	HOU	P	1.15	.67	.20	M
"	BRO	P	1.15	.67	.20	M
"	LAX	P	1.28	.81	.20	M
Armenia, Colombia	MIA	AV		.58	.28	.15	M,T,W,F,Su
Aruba, N.W.I.	MIA	K		.30	.22	.15	Dly
"	UL	K		.45	.35	.15	M,F,W
Asmara, Eritrea	IDL	BO	2.04	1.53	.25	Dly
"	BOS	BO	2.02	1.52	.25	Dly
Asuncion, Paraguay	BRO	B	1.50	1.12	.25	M,F
"	CHI	B	1.50	1.13	.25	M,F
"	CRP	B	1.49	1.12	.25	M,F
"	DAL	B	1.50	1.13	.25	M,F
"	FTW	B	1.50	1.13	.25	M,F
"	HOU	B	1.49	1.12	.25	M,F
"	LRD	B	1.55	1.16	.25	M,F
"	MIA	B	1.39	1.04	.25	M,F
"	SAT	B	1.50	1.13	.25	M,F
Athens, Greece	IDL	LI	1.59	1.19	.25	M,W,F
"	IDL	BO	1.61	1.21	.25	Dly
"	MIA	BO	1.72	1.31	.25	Dly
"	BOS	BO	1.59	1.19	.25	Dly
"	IDL	AF	1.61	1.21	.25	W,Th
"	BOS	AF	1.59	1.19	.25	T
"	IDL	K	1.61	1.21	.20	W,F
"	UL	K	1.56	1.17	.25	W,F
"	IDL	EL	1.61	1.21	.25	T,Sa
"	IDL	SS	1.61	1.21	.25	T,F
"	IDL	TW	1.61	1.21	.25	Dly ex. T,F
"	BOS	TW	1.59	1.19	.25	M,W,Th,Sa
"	CHI	TW	1.68	1.27	.25	Dly ex. T,F
"	PHL	TW	1.63	1.22	.25	Dly ex. T,F
"	YIP	TW	1.66	1.25	.25	Dly ex. T,F
"	IDL	S	1.61	1.21	.25	Dly
"	IDL	SR	1.61	1.21	.25	Su,T,W,F,Sa
"	IDL	SW	1.28	1.03	.20	.....
Auckland, N. Z.	LAX	P	2.03	1.52	.25	Su,Th
"	SFO	P	2.03	1.52	.25	Su,Th
"	PDX	P	2.03	1.52	.25	Su,Th
"	SEA	P	2.03	1.52	.25	Su,Th
"	SFO	BC	2.03	1.52	.25	F
"	HNL	BC	1.39	1.04	.20	F
"	VR	BC	2.03	1.52	.25	F
"	BOS	BO	3.84	2.88	.25	Th,Sa
"	IDL	BO	3.86	2.89	.25	Dly
Baghdad, Iraq	IDL	BO	1.89	1.42	.25	Dly
"	BOS	BO	1.87	1.41	.25	Th,Sa
"	IDL	K	1.89	1.42	.20	T,W,Sa
"	UL	K	1.85	1.39	.25	W
Bahia, Brasil (*See San Salvador*)						
Bahrein, Arabia	IDL	BO	2.00	1.50	.25	Dly
"	BOS	BO	1.98	1.48	.25	W,Sa
Bakwenga, Bel. Con.	IDL	S	2.03	1.52	.25	Dly
Balboa, Canal Zone	MIA	P	.39	.19	.20	Dly
"	MSY	P	.45	.26	.20	Dly except W
"	HOU	P	.48	.29	.20	Dly
"	BRO	P	.48	.29	.20	Dly except Su
"	LAX	P	.61	.43	.20	M,W,F
Bamako, Fr. W. Afr.	IDL	AF	1.73	1.30	.25	Th
"	BOS	AF	1.71	1.28	.25	T
Bangkok, Siam	IDL	P	2.78	2.08	.25	M,T,Th
"	PDX	P	2.70	2.03	.25	M,Sa
"	SEA	P	2.70	2.03	.25	M,Sa
"	LAX	P	2.70	2.03	.25	M,W
"	BOS	P	2.76	2.07	.25	M,Th,T
"	SFO	P	2.70	2.03	.25	M,F,Sa
"	IDL	SS	2.78	2.08	.25	M,F,Sa
"	IDL	AF	2.78	2.08	.25	Th
"	BOS	AF	2.76	2.07	.25	T
"	IDL	BO	2.78	2.08	.25	Dly
"	BOS	BO	2.76	2.07	.25	Dly
"	BOS	BO	2.76	2.07	.25	Th,Sa
"	IDL	K	2.78	2.08	.33	Dly
"	UL	K	2.74	2.05	.27	Su,W,F
Bangui, Fr. Eq. Afr.	IDL	S	2.03	1.52	.25	Dly
"	IDL	AF	2.03	1.52	.25	T,F
"	BOS	AF	2.01	1.51	.25	T
Banville, Bel. Con.	IDL	S	2.03	1.52	.25	Dly
Baracoa, Cuba	MIA	P		.18	.12	.05	Dly
Barbados, B.W.I.	IDL	BO		.44	.29	.15	Dly
"	MIA	BO		.33	.23	...	W,Sa
Barcelona, Spain	IDL	AF	1.27	.95	.25	M,T,Th
"	BOS	AF	1.25	.93	.25	T
"	IDL	S	1.27	.95	.25	Dly
"	IDL	P	1.27	.95	.20	M
"	BOS	P	1.25	.93	.20	M
"	IDL	SR	1.27	.95	.25	Su,T,W,F,Sa
"	IDL	BO	1.27	.95	.35	Dly
"	MIA	BO	1.38	1.05	.20	W,Sa
"	BOS	BO	1.25	.93	.20	Th,Sa
Barcelona, Venezuela	MIA	K		.41	.31	.15	W,F,M
"	UL	K		.56	.42	.15	W,F,M
"	IDL	K		.51	.35	.15	W,F,M
"	CHI	DC		.52	.35	.15	Dly
"	YIP	DC		.52	.35	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Barcelona (Cont'd)	HOU DC	.49	.34	.15	Dly
"	MEM DC	.49	.32	.15	Dly
"	MSY DC	.45	.30	.15	Dly
Barranca,	MIA P	.54	.28	.15	Dly
Bermeja, Col.	IDL P	.64	.37	.15	Sa,Th
"	MSY P	.60	.35	.15	Dly ex. M,F
"	HOU P	.60	.35	.15	Dly
"	BRO P	.63	.38	.15	Dly except Su
"	LAX P	.77	.52	.15	M,Th,Sa
Barranquilla, Col.	MIA AV	.39	.19	.20	Dly ex. Th,Sa
"	IDL AV	.49	.28	.20	Dly
"	MSY P	.45	.26	.20	M,F
"	HOU P	.48	.29	.20	Su,T,Th
"	BRO P	.48	.29	.20	T,Th
"	LAX P	.62	.43	.20	M,W,F
"	MIA K	.39	.29	.15	Su,W,F,M
"	UL E	.54	.41	.15	M,W,F
"	IDL K	.49	.37	.15	M,W,F,SU
Basankusu, Belgian Congo	IDL S	2.08	1.52	.25	Dly
Basle, Switzerland	IDL SR	1.24	.93	.25	Su,T,W,F,Sa
"	IDL BO	1.24	.93	.20	Dly
"	BOS BO	1.22	.92	.20	Th,Sa
Basra, Iraq	IDL K	1.93	1.45	.20	T,F
"	UL K	1.89	1.42	.25	F
"	MIA BO	2.05	1.56	.25	W,Sa
"	BOS BO	1.91	1.44	.25	Th,Sa
"	IDL BO	1.93	1.45	.25	Dly
"	IDL TW	1.93	1.45	.25	Sa,F
"	BOS TW	1.91	1.44	.25	Sa,F
"	PHL TW	1.95	1.46	.25	Sa,F
"	CHI TW	2.01	1.51	.25	Sa,F
"	IDL SR	1.89	1.42	.25	Sa,T,W,F,Sa
"	IDL P	1.93	1.45	.25	F
"	BOS P	1.91	1.44	.25	F
Bastia, Corsica	IDL AF	1.27	.94	.20	Dly
"	BOS AF	1.25	.94	.20	T,Sa
Bayamo, Cuba	MIA P	.10	.06	.05	Dly
Beirut, Lebanon	IDL AF	1.72	1.29	.25	Sa,Su,M,T,Th
"	BOS AF	1.70	1.27	.25	T,Sa
"	IDL SR	1.72	1.29	.25	Th
"	IDL P	1.72	1.29	.25	M,W
"	BOS P	1.68	1.26	.25	M,W
"	IDL K	1.72	1.29	.20	Sa,Su,M,T,F
"	UL K	1.68	1.26	.25	F,Su
"	IDL BO	1.72	1.29	.25	Dly
"	MIA BO	1.84	1.39	.25	W,Sa
"	BOS BO	1.70	1.27	.25	Th,Sa
"	UL BO	1.68	1.26	.25	M,W,F,Sa
Belem, Brazil	IDL P	.94	.68	.20	Su,W,F
"	MIA P	.89	.61	.20	Th,Sa
"	MSY P	1.28	.81	.25	F
"	HOU P	1.38	.85	.25	T,Th
"	BRO P	1.30	.81	.25	T,Th
"	LAX P	1.56	1.56	.25	W,F
"	IDL AL	.94	.68	.	F
Belfast, N. Ireland	IDL BO	1.07	.80	.20	Dly
"	MIA BO	1.19	.91	.20	W,Sa
"	BOS BO	1.05	.79	.20	Th,Sa
Belgrade, Yugoslavia	IDL SR	1.52	1.14	.25	Su,T,W,F,Sa
"	IDL BO	1.52	1.14	.25	Dly
"	BOS BO	1.50	1.12	.25	Th,Sa
Belize, Br. Hond.	MSY TA	.33	.17	.	F,T
"	MEX TA	.33	.24	.	F,T
"	IDL BO	.41	.32	.15	F,Sa,Su
"	MIA BO	.38	.24	.15	W,Sa
Bello-Horizonte, Brazil	IDL P	1.64	1.64	.25	Dly except M
"	MIA P	1.44	1.44	.25	T,Th,Sa
"	MSY P	1.56	1.56	.25	M,F
"	HOU P	1.77	1.77	.25	M,F
"	BRO P	1.69	1.69	.25	T,Th
"	LAX P	1.99	1.99	.	M,W,F
Berlin, Germany	IDL BO	1.30	.98	.20	Dly
"	BOS BO	1.28	.96	.25	W,Sa
"	IDL AF	1.30	.98	.25	Dly except F
"	BOS AF	1.28	.96	.20	T,Sa
"	BOS P	1.16	.87	.20	Dly
"	IDL P	1.30	.98	.25	Dly
Bermuda	LGA C	.20	.15	.10	Dly
"	DCA C	.15	.10	.10	Sa,M
"	IDL P	.20	.10	.05	Dly
"	BOS P	.20	.10	.05	Dly
"	UL T	.25	.19	.05	Th,F,Sa,Su
"	YTO T	.25	.19	.05	Th,F,Sa,Su
"	BOS BO	.20	.10	.05	Th,Sa
"	MIA BO	.25	.19	.05	W,Sa
"	IDL BO	.20	.10	.05	Su,F,Sa
Berne, Switzerland	IDL SR	1.24	.93	.25	Su,T,W,F,Sa
Birmingham, England	IDL AF	1.08	.81	.20	Sa,M,W
"	BOS AF	1.06	.80	.20	Sa
"	BOS BO	1.06	.80	.20	Th,Sa
"	IDL BO	1.08	.81	.20	Dly
Blantyre, Nyasaland	IDL BO	2.03	1.52	.25	Dly
"	BOS BO	2.01	1.51	.25	W,Sa
Bloemfontein, So. Africa	IDL BO	2.11	1.58	.25	Dly
	BOS BO	2.09	1.57	.25	W,Sa
Bobo, Dioulasso, Fr. W. Afr.	IDL AF	1.73	1.30	.25	Sa,T
	BOS AF	1.71	1.28	.25	Sa,T
Boende, Bel. Congo	IDL S	2.03	1.52	.25	Dly
Bogota, Colombia	MIA P	.54	.28	.20	Dly
"	IDL AV	.64	.37	.20	M,T,W,F,Su
"	MIA AV	.54	.28	.20	Dly ex. Th,Sa
Bombay, India	IDL BO	2.37	1.78	.25	Dly
"	IDL BO	1.22	.91	.25	Dly
"	MIA BO	2.49	1.88	.25	W,Sa
"	BOS BO	2.35	1.76	.25	Th,Sa
"	CHI TW	2.45	1.84	.25	Su,T,F
"	IDL TW	2.37	1.78	.25	Su,T,F
"	BOS TW	2.35	1.76	.25	Su,T,F
Bombay, (Cont'd)	PHL TW	2.39	1.80	.25	Su,T,F
"	YIP TW	2.42	1.83	.25	Su,T,F
Bonaire, N.W.I.	MIA K	.30	.22	.15	Dly
Bordeaux, France	IDL AF	1.22	.91	.25	Dly ex. Sa,W
"	BOS AF	1.20	.90	.20	Sa
Brazzaville, Fr. Eq. Af.	IDL AF	2.03	1.52	.25	W,Sa
	BOS AF	2.01	1.51	.25	Sa
"	IDL K	2.03	1.52	.33	T,Sa
"	UL K	1.99	1.49	.25	F
Bremen, Germany	IDL SS	1.24	.93	.25	Dly
"	IDL P	1.24	.93	.20	M,Th,Sa
"	BOS P	1.22	.91	.20	Sa
Bridgetown, Barbados	UL T	.49	.37	.15	**Th
	TO T	.49	.37	.15	**Th
Brisbane, Aust.	IDL AF	3.44	2.58	.25	Sa
	BOS AF	3.42	2.57	.25	Sa
Brussels, Belgium	IDL S	1.17	.88	.20	Dly except W
"	BOS P	1.17	.88	.20	Su,T
"	IDL SW	.92	.73	.20	. . . . .
"	IDL SS	1.17	.88	.20	Dly
"	IDL AF	1.17	.88	.20	Dly
"	BOS AF	1.15	.86	.20	T,Sa
"	IDL K	1.17	.88	.20	Dly
"	UL K	1.12	.84	.20	W,F,Sa
Bucaramanga, Colombia	MIA AV	.54	.28	.15	Dly ex. Th,Sa
	IDL AV	.64	.37	.15	Dly
"	HOU P	.63	.38	.15	Dly
"	LAX P	.77	.52	.15	M,W,F
Buenos Aires, Argentina	IDL P	1.54	.89	.25	Dly except M
"	MIA P	1.47	.83	.25	Dly
"	MSY P	1.53	.90	.25	M,F
"	HOU P	1.56	.93	.25	Su,W,Th
"	BRO P	1.56	1.16	.25	Dly except Su
"	LAX P	1.69	1.07	.25	W,F
"	BRO B	1.56	1.16	.25	M,W,F
"	CRP B	1.56	1.17	.25	M,W,F
"	DAL B	1.59	1.20	.25	M,W,F
"	FTW B	1.59	1.20	.25	M,W,F
"	HOU B	1.56	1.17	.25	M,W,F
"	LRD B	1.61	1.21	.25	M,W,F
"	SAT B	1.56	1.17	.25	M,W,F
Bulawayo, S. Rhodesia	IDL BO	2.03	1.52	.25	Dly
	MIA BO	2.15	1.62	.25	W,Sa
"	BOS BO	2.01	1.51	.25	Th,Sa
Cagliari, Italy	IDL LI	1.46	1.09	.25	Dly except Su
Caibarien, Cuba	MIA P	.14	.09	.05	Dly
Cairo, Egypt	IDL S	1.72	1.29	.25	Dly
"	IDL BO	1.72	1.29	.25	Dly
"	MIA BO	1.84	1.39	.25	W,Sa
"	BOS BO	1.70	1.27	.25	Th,Sa
"	IDL AF	1.72	1.29	.25	Su,W,Th,F
"	BOS AF	1.70	1.27	.25	Sa,T
"	IDL LI	1.72	1.29	.25	F
"	IDL K	1.72	1.29	.25	T,W,Th,F
"	UL K	1.68	1.26	.25	W,F
"	IDL SS	1.72	1.29	.25	W,F
"	IDL TW	1.72	1.29	.25	Dly
"	BOS TW	1.70	1.27	.25	W,Th,Sa
"	CHI TW	1.80	1.35	.25	Dly
"	LAX TW	2.00	1.51	.25	Dly
"	PHL TW	1.74	1.31	.25	Dly
"	IDL SR	1.72	1.29	.25	Su,T,W,F,Sa
"	IDL SW	1.46	1.10	.20	. . . . .
Calcutta, India	IDL P	2.49	1.87	.25	T,Th
"	BOS P	2.47	1.86	.25	T,Th
"	PDX P	2.94	2.21	.25	M,W
"	SEA P	2.94	2.21	.25	M,W
"	SFO P	2.94	2.21	.25	M
"	LAX P	2.94	2.21	.25	M,W
"	IDL SS	2.49	1.87	.25	M
"	IDL K	2.49	1.87	.25	T,Th,Su
"	UL K	2.45	1.84	.25	Su
"	IDL BO	2.49	1.87	.25	Su,W
"	BOS BO	2.47	1.86	.25	W,F,Sa
"	IDL AF	2.49	1.87	.25	Sa,Su,M,T,Th
"	BOS AF	2.47	1.86	.25	T,Sa
Calgary, Alb., Canada	LGA T	.32	.28	.10	Dly
Cali, Colombia	MIA P	.54	.28	.20	Dly
"	IDL AV	.64	.37	.20	Dly
"	MSY P	.60	.35	.20	Dly ex. Th,Sa
"	MIA AV	.54	.28	.20	M,T,W,F,Su
"	HOU P	.63	.38	.20	Dly
"	BRO P	.63	.38	.20	Dly except Su
"	LAX P	.76	.52	.20	M,W,F
Camaguey, Cuba	MIA P	.12	.06	.025	Dly
Campeche, Mexico	MIA P	.28	.14	.15	Dly
"	MSY P	.25	.13	.15	Su,T,Th,Sa
"	HOU P	.30	.22	.15	Dly
Cananea, Son., Mex.	MEX L	.23	.19	.25	Dly
Canton Island	LAX P	1.23	.93	.20	Su,Th
"	SFO P	1.23	.93	.20	Su,Th
"	PDX P	1.23	.93	.20	Su,Th
"	SEA P	1.23	.93	.20	Su,Th
"	VR BC	1.33	1.00	.20	M, alt. Th,F
Capetown, U. S. Af.	IDL BO	2.32	1.74	.25	Dly
"	BOS BO	2.30	1.73	.25	Th,Sa
Caracas, Venezuela (*See La Guaira*)					
Cartagena,	IDL AV	.56	.32	.15	Dly
"	MIA AV	.46	.23	.15	M,T,W,F,Su
Casablanca, Fr. Morocco	BOS AF	1.23	.92	.25	T,Sa
	IDL AF	1.25	.93	.25	Dly
Catania, Italy	IDL LI	1.35	.96	.25	Dly
Cayenne, Fr. Guiana	IDL P	.70	.42	.15	F
	MIA P	.63	.36	.15	Th
"	MSY P	.70	.43	.15	T
"	HOU P	.73	.46	.15	T
"	BRO P	.73	.46	.15	T
"	LAX P	.87	.60	.20	W
Cayo Mambi, Cuba	MIA P	.18	.12	.05	Dly
Chetmual, Mexico	MIA P	.33	.16	.15	Su,T,Th
"	BRO P	.31	.21	.15	T,Th
"	LAX P	.47	.36	.15	M,W,F
Chihuahua, Chih., Mex.	ELP L	.10	.08	.25	Dly
Christiansand, Norway	IDL K	1.24	.93	.20	Dly except Sa
	UL K	1.20	.90	.20	Su,W,F
"	IDL S	1.24	.93	.25	Dly
"	IDL SS	1.24	.93	.25	Dly
C. del Carmen, Mexico	MIA P	.31	.16	.15	Dly
	MSY P	.27	.15	.15	Sa,Su,T,Th
Ciudad Juarez, Chih., Mex.	MEX L	.30	.14	.25	Dly
Ciudad Trujillo, D. R.	IDL P	.25	.21	.05	Dly
"	MIA P	.15	.12	.05	Dly
"	CHI DC	.28	.24	.12	Sa
"	YIP DC	.27	.23	.12	Sa
"	HOU DC	.25	.22	.12	Sa
"	MSY DC	.22	.18	.12	Sa
"	MEM DC	.26	.21	.12	Sa
"	MIA K	.15	.12	.15	M
Cochabamba, Bolivia	MIA P	1.13	.61	.15	Su,M,W,Th
"	MSY P	1.19	.68	.15	Su,M,Th
"	HOU P	1.22	.71	.15	Sa,Su,T,W
"	BRO P	1.22	.71	.15	Sa,Su,Th
"	LAX P	1.35	.83	.15	M,W
Cologne, Germany	IDL S	1.21	.91	.20	Dly
Colombia, Any Destination other than those named herein	MIA AV	.65	.32	.15	M,T,W,F,Su
	MSY P	.71	.39	.15	Dly except W
"	HOU P	.74	.42	.15	Dly
"	BRO P	.74	.42	.15	Dly except Su
"	LAX P	.88	.56	.20	M,W,F
Colombo, Ceylon	IDL BO	2.51	1.89	.25	Dly
"	BOS BO	2.49	1.87	.25	Th,Sa
"	IDL TW	2.51	1.89	.25	T
"	CHI TW	2.50	1.59	.25	T
"	LAX TW	2.79	2.10	.25	M
Conakry, Fr. W. Af.	IDL AF	1.56	1.17	.20	Sa
"	BOS AF	1.54	1.16	.20	Sa
Concepcion, Bolivia	MIA P	1.16	.63	.20	M,Th
"	MSY P	1.22	.70	.25	M,Th
"	HOU P	1.25	.73	.25	Su,W
"	BRO P	1.25	.73	.25	Su,W
"	LAX P	1.39	.87	.25	M
Copenhagen, Den.	IDL SS	1.24	.93	.25	Dly
"	IDL S	1.24	.93	.25	Dly
"	IDL SR	1.24	.93	.25	Su,T,W,F,Sa
"	IDL K	1.25	.94	.20	Dly
"	UL K	1.24	.93	.20	F,Su,W
"	BOS P	1.22	.92	.20	Su,T
"	IDL P	1.24	.93	.20	Su,T
Coquilhatville, Belgian Congo	IDL S	2.03	1.52	.25	Dly
Costermansville, Belgian Congo	IDL S	2.03	1.52	.25	Dly except W
Conotou, Fr. W. Afr.	IDL AF	1.73	1.30	.25	Sa,T
"	BOS AF	1.71	1.28	.25	T
Cristobal, Canal Zone	MIA P	.41	.21	.15	Dly
	MSY P	.47	.28	.15	Dly except W
"	HOU P	.50	.31	.15	Dly
"	BRO P	.50	.31	.15	Dly except Su
"	LAX P	.63	.45	.15	M,W,F
Cuenca, Ecuador	MIA P	.54	.28	.15	Su,T,Th,F
"	IDL P	.64	.37	.15	Su,T,Th,F
"	MSY P	.60	.35	.15	Su,T,Th
"	HOU P	.63	.38	.15	Sa,M,W
"	BRO P	.63	.38	.15	Dly except Su
"	LAX P	.77	.52	.15	W
Curacao, N.W.I.	IDL P	.40	.31	.20	M,W,Sa
"	MIA P	.30	.22	.20	Su,M,W,F
"	IDL K	.40	.31	.15	Dly
"	MIA K	.30	.23	.15	Dly
"	UL K	.45	.35	.15	M,F,W
Curityba, Brazil	IDL P	1.68	1.68	.25	Dly except M
"	MIA P	1.46	1.46	.25	T,Th,Sa
"	MSY P	1.60	1.60	.25	M,F
"	HOU P	1.83	1.83	.25	T,Th,Su
"	BRO P	1.75	1.75	.25	T,Th
"	LAX P	2.06	2.06	.25	M,W,F
Dacca, Pakistan	IDL BO	2.54	1.91	.25	Dly
	BOS BO	2.52	1.89	.25	W,Sa
Dakar, Senegal, F. W. Africa	IDL P	1.39	1.04	.25	Su,Th
	BOS P	1.37	1.03	.25	Th
"	IDL AF	1.39	1.04	.25	Dly except Th
"	BOS AF	1.37	1.03	.25	T,Sa
Damascus, Syria	IDL P	1.72	1.29	.25	M,W
"	BOS P	1.70	1.27	.25	M,W
"	IDL AF	1.72	1.29	.25	T,F
"	BOS AF	1.70	1.27	.25	T
"	IDL BO	1.72	1.29	.25	Dly
"	MIA BO	1.84	1.39	.25	W,Sa
"	BOS BO	1.70	1.27	.25	Th,Sa
"	IDL SS	1.72	1.29	.25	M
"	IDL K	1.72	1.29	.25	T,F
"	UL K	1.68	1.26	.25	F
"	IDL SW	1.43	1.10	.20	. . . . .
Dar-es-Salaam, Tanganyika	IDL BO	2.03	1.52	.25	Dly
	MIA BO	2.15	1.62	.25	W,Sa
"	BOS BO	2.01	1.51	.25	Th,Sa
Darwin, Australia	IDL BO	3.16	2.37	.25	Dly
"	BOS BO	3.14	2.36	.25	Th,Sa
Delhi, India	IDL BO	2.39	1.80	.25	Dly
"	MIA BO	2.51	1.90	.25	W,Sa
"	BOS BO	2.38	1.78	.25	Th,Sa
"	IDL P	2.39	1.80	.25	M,T,Th
"	BOS P	2.38	1.78	.25	M,T,Th
"	LAX P	3.09	2.32	.25	M,W
"	SFO P	3.09	2.32	.25	M,F,Sa
"	PDX P	3.09	2.32	.25	M,F,Sa
"	SEA P	3.09	2.32	.25	M,F,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Dhahran,	IDL TW	2.00	1.50	.25	Su,T,F
Saudi Arabia	CHI TW	2.07	1.56	.25	Su,T,F
"	PHL TW	2.02	1.52	.25	Su,T,F
"	BOS TW	1.98	1.48	.25	Su,T,F
"	IDL K	2.00	1.50	.25	T,Su
"	UL K	1.95	1.47	.27	Su,F
Diego Suarez,	IDL AF	2.92	2.25	.25	Sa,T
Madag.	BOS AF	2.90	2.18	.25	T
Djibuti, Fr.	IDL AF	2.12	1.59	.25	F
Somaliland	BOS AF	2.10	1.58	.25	T
Douala,	IDL AF	2.03	1.52	.25	T,Th,F,Su
Fr. W. Africa	BOS AF	2.01	1.51	.25	T,Sa
Dublin, Eire	UL K	.98	.74	.20	Su
"	IDL K*	1.03	.77	.22	Su,Th
Durango,Dgo.,Mex.	ELP L	.13	.11	.25	M,W,F
Durban, So. Afr.	IDL BO	2.15	1.61	.25	Dly
	BOS BO	2.13	1.60	.25	Th,Sa
Dusseldorf, Ger.	IDL SS	1.21	.91	.20	Dly
"	IDL S	1.21	.91	.20	Dly
"	IDL K	1.21	.91	.20	Dly except Sa
"	UL K	1.17	.88	.20	W,F,Su
"	IDL AF	1.21	.91	.20	Dly except F
"	BOS AF	1.19	.89	.20	T,Sa
"	BOS P	1.19	.89	.20	Sa
"	IDL P	1.21	.91	.20	Sa,W,Th
"	IDL SR	1.21	.91	.20	Su,T,W,F,Sa
"	IDL SW	.97	.78	.20	.....
Edmonton,	LGA T	.32	.28	.10	Dly
Alberta, Canada	CTB W	.07	.05	.10	Dly
"	MPS W	.22	.16	.10	Dly
"	LGA NW	.40	.30	.10	Su,T
"	CHI NW	.30	.23	.10	Su,T
"	MSP NW	.26	.20	.10	Su,T
Elizabethville,	IDL S	2.03	1.52	.25	Dly
Belgian Congo					
Entebbe, Uganda	IDL BO	2.03	1.52	.25	Dly
"	MIA BO	2.15	1.62	.25	W,Sa
"	BOS BO	2.01	1.51	.25	Th,Sa
"	IDL S	2.03	1.52	.25	Dly
Esmeraldas,	MIA P	.67	.36	.10	Th
Ecuador	MSY P	.73	.43	.15	Th
"	HOU P	.76	.46	.15	W
"	BRO P	.76	.46	.15	W
"	LAX P	.89	.60	.20	W
Fairbanks, Alaska	SEA P	.40	.15	.15	Dly
Florianopolis, Brazil	IDL P	1.70	1.70	.25	Dly except M
"	MIA P	1.48	1.48	.25	T,Th,Sa
"	MSY P	1.64	1.64	.25	M,F
"	HOU P	1.87	1.87	.25	Su,T,Th
"	BRO P	1.79	1.79	.25	T,Th
"	LAX P	2.08	2.08	.25	M,W,F
Fort Archambault,	IDL AF	2.03	1.52	.25	F
Fr. E. Afr.	BOS AF	2.01	1.51	.25	T
Fort Dauphin, Mad.	IDL AF	2.97	2.29	.25	Su
"	BOS AF	2.95	2.21	.25	Sa
Fort de France,	IDL P	.39	.22	.15	Su,W
Martinique					
Fort Lamy,	IDL AF	2.03	1.52	.25	M
Fr. E. Afr.	BOS AF	2.01	1.51	.25	M
Fort William,	LGA T	.15	.137	.10	Dly
Ontario, Can.					
Fortaleza (Ceara),	IDL P	1.39	1.39	.25	Dly except M
Brazil	MIA P	1.23	1.23	.25	T,Th,Sa
"	MSY P	1.44	1.44	.25	M,F
"	HOU P	1.59	1.59	.25	Su,T,Th
"	BRO P	1.51	1.51	.25	T,Th
"	LAX P	1.72	1.72	.25	M,W,F
Frankfurt-on-Main,	BOS P	1.22	.92	.20	W,Sa
Germany	IDL P	1.24	.93	.20	Dly
"	IDL BO	1.24	.93	.25	Dly
"	IDL K	1.24	.93	.20	Dly
"	UL K	1.20	.90	.20	Su,W,F
"	IDL SW	.97	.78	.20	.....
"	IDL SS	1.24	.93	.25	Dly
"	IDL S	1.24	.93	.25	Dly
"	IDL SR	1.24	.93	.25	Su,T,W,F,Sa
"	IDL TW	1.24	.93	.25	11 Wkly
"	BOS TW	1.22	.92	.25	Su,T,F
"	PHL TW	1.26	.94	.25	W,Sa
"	CHI TW	1.32	.99	.25	11 Wkly
"	IDL AF	1.24	.93	.25	Dly except F
"	BOS AF	1.22	.92	.25	T,Sa
Freetown,	IDL AF	1.58	1.19	.25	Sa,Su,M
Sierra Leone	BOS AF	1.56	1.17	.25	S
Gander, N. F.	IDL P	.19	.18	.15	Th
"	BOS P	.16	.15	.15	Th
"	IDL TW	.18	.17	.05	19 Wkly
"	BOS TW	.15	.14	.10	Su,T,W,Sa
"	PHL TW	.20	.15	.10	F,Sa
"	CHI TW	.28	.26	.10	Sa
"	YIP TW	.25	.22	.10	Sa
"	LGA T	.18	.17	.10	Dly
"	BOS T	.15	.1465	.10	Dly
Geneva, Switzerland	IDL S	1.24	.93	.25	Dly
"	IDL SW	.99	.79	.20	.....
"	IDL BO	1.24	.93	.20	Dly
"	IDL SS	1.24	.93	.25	Dly
"	IDL AF	1.24	.93	.25	T,Th,F,Su
"	BOS AF	1.22	.92	.25	T
"	IDL K	1.24	.93	.20	Dly
"	UL K	1.20	.90	.20	W,F,Su
"	IDL TW	1.24	.93	.25	Dly except Sa
"	BOS TW	1.22	.92	.25	M,W
"	CHI TW	1.32	.99	.25	Sa
"	PHL TW	1.26	.94	.25	Dly except Sa
"	YIP TW	1.29	.98	.25	Sa
"	IDL SR	1.24	.93	.25	Su,T,W,F,Sa
Georgetown,	IDL P	.56	.35	.15	F
British Guiana	MIA P	.49	.29	.15	Th
"	MSY P	.56	.36	.15	T
"	HOU P	.59	.39	.15	T

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Georgetown(Cont'd)	BRO P	.59	.39	.15	T
"	LAX P	.73	.53	.15	W
"	MIA K	.37	.29	.15	Sa
"	IDL K	.56	.42	.15	Sa
Gibraltar, Gibraltar	IDL BO	1.32	.99	.25	Dly
"	BOS BO	1.30	.98	.25	Th,Sa
Glasgow, Scotland	IDL SS	1.03	.78	.20	Dly
"	IDL K	1.03	.77	.20	Dly ex. W,Su
"	UL T	.99	.75	.20	Su,M,Th
"	IDL P	1.03	.77	.20	Su,M,W
"	BOS P	1.01	.76	.20	W
Gothenburg, Sweden	IDL SS	1.24	.93	.25	Dly
Granada, B.W.I.	IDL BO	.43	.30	.20	Dly
"	MIA BO	.34	.24	.20	W,Sa
Guadalajara, Mex.	HOU P*	.23	.17	.15	Dly
"	BRO P	.21	.13	.15	Dly except Su
"	LAX P	.30	.25	.15	Dly
Guadaloupe, F.W.I.	IDL BO	.35	.25	.20	Dly
"	MIA BO	.28	.19	.20	W,Sa
Guam	LAX P	2.00	1.51	.25	M,F
"	SFO P	2.00	1.51	.25	M,F
"	PDX P	2.00	1.51	.25	M,F
"	SEA P	2.00	1.51	.25	M,F
Guantanamo, Cuba	MIA P	.18	.12	.05	Three Dly
Guatamala City,	MIA P	.39	.19	.15	M,F
Guatamala	MSY P	.34	.18	.15	Su,T,Th,Sa
"	HOU P	.33	.23	.15	Dly
"	BRO P	.31	.19	.15	Dly except Su
"	LAX P	.47	.34	.15	M,W,F
"	MSY TA	.35	.19	...	Dly
"	MEX TA	.17	.12	...	M,T,W,Th,F
Guayaquil, Ecuador	MIA AV	.65	.35	.15	M,W,F
"	MSY P	.71	.42	.15	Dly ex. Sa,W
"	HOU P	.74	.56	.15	Dly except F
"	BRO P	.74	.56	.15	Dly ex. F,Su
"	LAX P	.87	.59	.20	M,W,F
"	MIA AE	.55	.29	.15	W,F
"	BRO B	.74	.56	.15	M,F,Sa
"	CRP B	.74	.56	.15	M,F,Sa
"	DAL B	.77	.58	.20	M,F,Sa
"	FTW B	.77	.58	.20	M,F,Sa
"	HOU B	.74	.56	.15	M,F,Sa
"	LRD B	.80	.60	.15	M,F,Sa
"	SAT B	.77	.58	.15	M,F,Sa
Haifa, Israel	IDL S*	1.72	1.29	.25	Dly except W
Haiphong,	IDL AF	3.10	2.32	.25	Su
Indo-China	BOS AF	3.08	2.31	.25	Sa
Halifax, N. S.	BOS T	.08	.0755	.10	Dly
Hamburg, Germany	IDL S	1.24	.93	.25	Dly
"	IDL SS	1.24	.93	.25	Dly
"	IDL K	1.24	.93	.20	Dly except Su
"	UL K	1.20	.90	.20	W,F,Su
"	BOS P	1.22	.92	.20	W
"	IDL P	1.24	.93	.20	W
"	IDL AF	1.24	.93	.25	Dly except F
"	BOS AF	1.22	.92	.25	Sa
"	IDL SR	1.24	.93	.25	T,W,F,Sa,Su
"	IDL SW	.98	.79	.20	.....
Hamilton, Bermuda	IDL P	.25	.10	.15	Dly
"	BOS P	.25	.15	.10	Dly
"	UL T	.25C	.19	.05**	Th,F,Sa
"	YTO T	.25C	.19	.05**	Th,F,Sa
"	LGA C	.20	.10	.11	Dly
"	MIA BO	.25	.19	.05	W,Sa
"	IDL BO	.20	.10	.05	Su,F,Sa
Hanoi, Indo-China	IDL AF	3.10	2.32	.25	Sa
"	BOS AF	3.08	2.31	.25	Sa
Hanover, Germany	IDL BO	1.24	.93	.25	Dly
"	IDL SS	1.24	.93	.25	Dly
"	IDL K	1.24	.93	.25	Dly
"	UL K	1.20	.90	.20	Dly
Hargeisa, Br. Somaliland	IDL BO	2.03	1.52	.25	Dly
Havana, Cuba	MIA P	.20	.05	.05	Dly
"	CHI DC	.20	.17	.05	Dly
"	YIP DC	.20	.17	.05	Dly
"	HOU DC	.18	.15	.05	Dly
"	MSY DC	.14	.11	.05	Dly
"	STL DC	.19	.16	.05	Dly
"	IND DC	.19	.16	.05	Dly
"	BUJ DC	.18	.15	.05	Dly
"	ELD DC	.20	.16	.05	Dly
"	EVV DC	.18	.15	.05	Dly
"	FWA DC	.20	.17	.05	Dly
"	GRW DC	.17	.14	.05	Dly
"	HOT DC	.22	.20	.05	Dly
"	JAN DC	.17	.14	.05	Dly
"	KIN DC	.17	.10	.05	Dly
"	LIT DC	.20	.18	.05	Dly
"	MEM DC	.17	.14	.05	Dly
"	PUK DC	.18	.15	.05	Dly
"	SHV DC	.20	.16	.05	Dly
"	HUF DC	.20	.17	.05	Dly
"	TOL DC	.20	.17	.05	Dly
"	MKC DC	.21	.18	.05	Dly
"	SFG DC	.20	.18	.05	Dly
"	MIA K	.06	.05	.15	M,Th,Su
"	IDL LV	.19	.17	.10	Su,W,F
"	MIA EA	.08	.05	.15	Dly
"	LGA EAtm	.12½	.09	.15	Dly
"	MSY Ndf	.14	.11	...	Dly
"	MIA Ndf	.08	.05	...	Dly
"	TPA Ndf	.09	.07	...	Dly
"	DCA Ndf	.16	.13	...	Dly
"	IDL Ndf	.18	.14	...	Dly
"	BAL Ndf	.17	.13	...	Dly
"	CHS Ndf	.13	.09	...	Dly
"	JAX Ndf	.11	.08	...	Dly
"	MOB Ndf	.13	.10	...	Dly
"	ORF Ndf	.15	.12	...	Dly
"	SAV Ndf	.12	.09	...	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Havana, (Cont'd)	EWR Ndf	.18	.14	...	Dly
"	PHL Ndf	.17	.13	...	Dly
"	BRO B	.21	.18	.05	M,W,F,Su
"	CRP B	.20	.17	.05	M,W,F,Su
"	DAL B	.19	.16	.05	M,W,F,Su
"	FTW B	.19	.16	.05	M,W,F,Su
"	HOU B	.18	.15	.05	M,W,F,Su
"	LRD B	.24	.20	.05	M,W,F,Su
"	SAT B	.20	.17	.05	M,W,F,Su
"	MIA BO	.18	.12	.05	Dly
"	IDL AL	.18	.14	...	F
"	IDL BO	.18	.14	.05	M,W,Sa
Helsinki, Finland	IDL SS	1.36	1.02	.25	Dly
"	BOS P	1.21	.91	.20	Su,T
"	IDL P	1.24	.93	.20	Su,T
"	IDL K	1.36	1.02	.20	Dly
Hermosillo, Mexico	LAX P	.18	.09	.15	Dly
Holguin, Cuba	MIA P	.15	.09	.05	Dly
Hong Kong, Br.	IDL P	3.10	2.32	.25	M,T,Th
Crn. Col.	BOS P	3.08	2.31	.25	M,T,Th
"	PDX P	2.49	1.87	.25	M,F,Sa
"	SEA P	2.49	1.87	.25	M,F,Sa
"	LAX P	2.49	1.87	.25	M,W
"	SFO P	2.49	1.87	.25	M,F
"	SFO PH	2.49	1.87	.25	W,Sa
"	IDL BO	3.10	2.32	.25	Dly
"	BOS BO	3.08	2.31	.25	Th,Sa
"	IDL AF	3.10	2.32	.25	Su
"	BOS AF	3.08	2.31	.25	Sa
Honolulu, T. H.	LAX P	.71	.57	.15	Dly
"	SFO P	.71	.57	.15	Dly
"	PDX P	.71	.57	.15	Su,Th
"	SEA P	.71	.57	.15	Su,Th
"	SFO U	.71	.57	.15	Dly
"	LAX U	.71	.57	.15	Dly
"	CHI U	.91	.72	.15	Dly
"	CLE U	.95	.75	.15	Dly
"	YIP U	.94	.74	.15	Dly
"	LGA U	1.00	.78	.15	Dly
"	DCA U	.99	.78	.15	Dly
"	PHL U	.99	.78	.15	Dly
"	EWR U	1.00	.78	.15	Dly
"	BDL U	1.00	.79	.15	Dly
"	BOS U	1.01	.79	.15	Dly
"	CHI NW	.91	.72	.15	T,F,Su
"	YIP NW	.94	.74	.15	T,F,Su
"	MKE NW	.91	.72	.15	T,F,Su
"	MPS NW	.89	.72	.15	T,F,Su
"	SEA NW	.71	.57	.15	T,F,Su
"	GEG NW	.77	.60	.15	T,F,Su
"	VR BC‡‡	.74	.56	.15	M, Alt. Th & F
Innsbruck, Austria	IDL K	1.34	1.00	.20	Dly
"	UL K	1.30	.98	.20	W,F,Su
"	IDL SR	1.34	1.00	.25	Su,T,W,F,Sa
Ipiales, Colombia	MIA AV	.65	.33	.15	Dly ex. Th,Sa
"	IDL AV	.75	.41	.36	Dly
Irumu, Belgian	IDL S	2.03	1.52	.25	Dly
Congo					
Istanbul, Turkey	IDL K	1.61	1.21	.20	W,Th,Su
"	UL K	1.57	1.18	.25	W,Su
"	BOS P	1.59	1.19	.25	M,T,Th
"	IDL P	1.61	1.21	.25	M,T,Th
"	IDL LI	1.69	1.27	.25	M
"	BOS AF	1.59	1.19	.25	T
"	IDL AF	1.61	1.21	.25	T,W,F
"	IDL EL	1.61	1.21	.25	T,Sa
"	IDL BO	1.61	1.21	.25	Sa
"	BOS BO	1.59	1.19	.25	Sa
"	IDL SS	1.61	1.21	.25	W,F,Sa
"	IDL SR	1.61	1.21	.25	Su,T,W,F,Sa
Ixtepec, Mexico	MIA P	.51	.25	.15	Dly
Jakarta, Java	IDL BO	2.90	2.17	.25	Dly
"	MIA BO	3.02	2.28	.25	W,Sa
"	BOS BO	2.88	2.16	.25	Th,Sa
"	IDL K	2.90	2.17	.33	Dly
"	UL K	2.86	2.15	.25	Su,W,F
Jeddah, Saudi	IDL BO	1.92	1.44	.25	Dly
Arabia	MIA BO	2.05	1.55	.25	W,Sa
"	BOS BO	1.91	1.43	.25	Th,Sa
Jerusalem, Israel (*See Lydda, Israel*)					
Joao Pessoa	IDL P	1.47	.....	.25	T,Th
(Cabadello)	MIA P	1.25	.....	.25	T,Th
"	MSY P	1.49	.....	.25	W
"	HOU P	1.63	.....	.25	Su,T
"	LAX P	1.82	.....	.25	M
Johannesburg,	IDL BL	2.03	1.52	.25	T,Sa
U. of So. Africa	IDL K	2.03	1.52	.33	T,Sa
"	UL K	1.99	1.49	.27	F
"	IDL P	2.03	1.52	.25	Su,Th
"	BOS P	2.01	1.51	.25	Th
"	IDL BO	2.03	1.52	.25	Dly
"	MIA BO	2.15	1.62	.25	W,Sa
"	BOS BO	2.01	1.51	.25	Th,Sa
"	IDL S	2.03	1.52	.25	Dly
"	IDL SS	2.03	1.52	.25	T
Jos, Nigeria	IDL BO	1.73	1.30	.25	Dly
Juneau, Alaska	SEA P	.30	.13	.15	Dly
Kaduna, Nigeria	IDL BO	1.73	1.30	.25	Dly
Kano, Nigeria,	IDL BO	1.73	1.30	.25	Dly
B.W.A.	BOS BO	1.71	1.28	.25	Th,Sa
"	IDL AF	1.73	1.30	.25	Sa,W
"	BOS AF	1.71	1.28	.25	T,Sa
"	IDL K	1.73	1.30	.33	T,Sa
"	UL K	1.69	1.27	.25	F
Karachi, Pakistan	IDL P	2.27	1.71	.25	M,T,Th
"	BOS P	2.25	1.69	.25	M,T,Th
"	LAX P	2.19	1.65	.25	M,W
"	SFO P	2.20	1.66	.25	M,Sa
"	IDL SS	2.27	1.71	.25	M,F
"	IDL K	2.27	1.71	.20	Dly
"	UL K	2.23	1.67	.25	Su,W,F

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Karachi, Cont'd	IDL BO	2.27	1.71	.25	Dly
"	BOS BO	2.25	1.69	.25	Th,Sa
"	IDL AF	2.27	1.71	.25	Sa,Su,M,T,Th
"	BOS AF	2.25	1.69	.25	T,Sa
Keflavic, Iceland	IDL P	.77	.61	...	W
"	IDL SW	.77	.61	.20	.....
Ketchikan, Alaska	SEA P	.22	.09	.15	Dly
Kartoum, Anglo-Egypt, Sudan	IDL BO	1.99	1.49	.25	Dly
	BOS BO	1.97	1.48	.25	Th,Sa
	IDL SS	1.99	1.49	.25	T
Kimberley, So. Afr.	IDL BO	2.13	1.60	.25	Dly
"	BOS BO	2.11	1.59	.25	Th,Se
Kindu, Belg. Congo	IDL S	2.03	1.52	.25	Dly
Kingston, Jamaica	MIA P	.20	.10	.05	Dly
"	MIA K	.20	.15	.15	Dly
"	BUJ DC	.30	.20	.15	Dly
"	CHI DC	.35	.22	.15	Dly
"	YIP DC	.35	.22	.15	Dly
"	ELD DC	.31	.21	.15	Dly
"	EVV DC	.30	.20	.15	Dly
"	FWA DC	.35	.22	.15	Dly
"	GRW DC	.29	.19	.15	Dly
"	HOT DC	.33	.23	.15	Dly
"	HAV DC	.17	.10	.15	Dly
"	HOU DC	.30	.20	.15	Dly
"	IND DC	.31	.21	.15	Dly
"	JAN DC	.29	.19	.15	Dly
"	LIT DC	.31	.21	.15	Dly
"	MEM DC	.29	.19	.15	Dly
"	MSY DC	.27	.17	.15	Dly
"	PUK DC	.30	.20	.15	Dly
"	STL DC	.31	.21	.15	Dly
"	SHV DC	.31	.21	.15	Dly
"	HUF DC	.35	.22	.15	Dly
"	TOL DC	.35	.22	.15	Dly
"	MKC DC	.33	.23	.15	Dly
"	SGF DC	.32	.22	.15	Dly
"	IDL BO	.30	.19	.05	Sa
"	MIA BO	.20	.10	.05	Dly
"	UL T	.35C	.27C	.15	T
"	YTO T	.35C	.26C	.15	T
"	IDL AV	.30	.20	.15	Su,M,W,Th,F
"	MIA AV	.20	.10	.05	M,W,F,Su
Kristiansand, Nor. *(See Christiansand, Nor.)*					
Kuwait, Kuwait	IDL BO	1.96	1.47	.25	Dly
"	BOS BO	1.94	1.46	.25	Th,Sa
La Ceiba, Honduras	MSY TA	.43	.25	...	Dly
	MEX TA	.26	.19	...	M,T,W,T,F
Lagos, Nigeria	IDL BO	1.73	1.30	.25	Dly
"	MIA BO	1.85	1.40	.25	W,Sa
"	BOS BO	1.71	1.28	.25	Th,Sa
"	IDL AF	1.73	1.30	.25	T
"	BOS AF	1.71	1.28	.25	T
La Guaira, Venez	IDL P	.50	.32	.20	Su,M,W,Sa
"	MIA P	.40	.23	.20	2 Dly
"	MSY P	.45	.30	.20	Sa,Su,T,Th
"	HOU P	.48	.33	.20	Dly
"	BRO P	.48	.33	.20	Dly except Su
"	LAX P	.62	.47	.20	Sa,M,Th
"	MIA K	.40	.30	.15	Dly
"	IDL LV	.50	.32	.10	Dly except M
"	BUJ DC	.50	.33	.15	Dly
"	CHI DC	.52	.35	.15	Dly
"	YIP DC	.52	.35	.15	Dly
"	ELD DC	.51	.34	.15	Dly
"	EVV DC	.50	.33	.15	Dly
"	FWA DC	.52	.35	.15	Dly
"	GRW DC	.49	.32	.15	Dly
"	HAV DC	.40	.23	.15	Dly
"	HOT DC	.53	.36	.15	Dly
"	HOU DC	.48	.33	.15	Dly
"	IND DC	.51	.34	.15	Dly
"	JAN DC	.49	.32	.15	Dly
"	LIT DC	.51	.34	.15	Dly
"	MEM DC	.49	.32	.15	Dly
"	MSY DC	.45	.30	.15	Dly
"	PUK DC	.50	.33	.15	Dly
"	STL DC	.51	.34	.15	Dly
"	SHV DC	.51	.34	.15	Dly
"	HUF DC	.52	.35	.15	Dly
"	TOL DC	.52	.35	.15	Dly
"	MKC DC	.53	.36	.15	Dly
"	SGF DC	.52	.35	.15	Dly
"	KIN DC	.34	.17	.15	Dly
La Paz, Bolivia	MIA P	1.07	.58	.20	Dly ex. F,Sa
"	MSY P	1.13	.65	.20	Su,M,T,Th
"	HOU P	1.16	.68	.20	Dly ex. Th,F
"	BRO P	1.16	.87	.20	Sa,M,T
"	LAX P	1.29	.82	.20	M,W
"	DAL B	1.19	.89	.20	M,F
"	HOU B	1.16	.87	.20	M,F
"	BRO B	1.16	.87	.20	M,F
"	CRP B	1.16	.87	.20	M,F
"	FTW B	1.19	.89	.20	M,F
"	LRD B	1.22	.92	.20	M,F
"	SAT B	1.19	.89	.20	M,F
Leopoldville, Belgian Congo	LGA P	2.03	1.52	.25	Su,Th
"	BOS P	2.01	1.51	.25	Th
"	IDL L	2.03	1.52	.25	Dly
Lethbridge, Alb., Canada	LGA T	.32	.28	.10	Dly
	CTB W	.07	.04	.10	Dly
Libenge, Bel. Con.	IDL S	2.03	1.52	.25	Dly
Lima, Peru	MIA P	.87	.65	.20	Dly
"	MSY P	.93	.53	.20	Dly except W
"	HOU P	.96	.56	.20	Dly
"	BRO P	.96	.72	.20	Dly except Su
"	LAX P	1.09	.70	.20	M,W,F
Lima, Cont'd	MIA B	.87	.65	.20	Dly
"	HOU B	.96	.72	.20	Dly
"	LRD B	1.02	.77	.20	Dly
"	SAT B	.98	.58	.20	Dly
"	BRO B	.96	.72	.20	Dly
"	CRP B	.96	.72	.20	Dly
"	DAL B	.99	.74	.20	Dly
"	FTW B	.99	.74	.20	Dly
"	IDL LV	.91	.55	.10	M
Limala, Belg. Congo	IDL S	2.03	1.52	.25	Dly except W
Linz, Austria	UL K	1.30	.98	.20	F
"	IDL K	1.34	1.01	.20	F
Lisbon, Portugal	IDL P	1.02	.77	.20	Th,Su
"	BOS P	.99	.74	.20	Th,Su
"	IDL S	1.12	.84	.24	Dly
"	IDL BO	1.12	.84	.20	Dly
"	BOS BO	1.10	.83	.20	Th,Sa
"	UL BO	1.08C	.81C	.20C	M,W,F
"	IDL AF	1.12	.84	.20	Th
"	BOS AF	1.10	.83	.20	T
"	IDL SS	1.12	.84	.24	Th,Su
"	IDL TW	1.12	.84	.20	Su,T,Th,F
"	BOS TW	1.10	.83	.20	T,Th
"	PHL TW	1.14	.85	.20	Su,T,Th,F
"	CHI TW	1.19	.90	.25	Su,T,Th,F
"	IDL K	1.12	.84	.20	W,Sa
"	UL K	1.08	.81	.22	W,F
Liverpool, England	IDL BO	1.06	.80	.20	Dly
"	BOS BO	1.04	.78	.20	Th,Sa
Livingstone, S. Rhodesia	IDL BO	2.03	1.52	...	Dly
	MIA BO	2.15	1.62	...	W,Sa
	BOS BO	2.01	1.51	...	Th,Sa
Loanda, Bel. Congo.	IDL S	2.03	1.52	.25	Dly
Lome, Fr. W. Afr.	IDL AF	1.73	1.30	.25	T,W
"	BOS AF	1.71	1.28	.25	M
London, England	IDL P	1.10	.83	.20	Dly
"	BOS P	1.08	.81	.20	F,Sa
"	IDL TW	1.10	.83	.20	12 Wkly
"	BOS TW	1.08	.81	.20	Su,T,F
"	CHI TW	1.17	.88	.20	12 Wkly
"	PHL TW	1.12	.84	.20	W,Sa
"	IDL EL	1.10	.83	.20	T,Sa
"	IDL S	1.17	.88	.20	Su,T,Th,Sa
"	IDL SW	.87	.70	.20	.....
"	IDL BO	1.10	.83	.20	Dly
"	MIA BO	1.23	.93	.20	Dly
"	BOS BO	1.08	.81	.20	Th,Sa
"	IDL SS	1.10	.83	.20	Dly
"	IDL SR	1.10	.83	.20	Su,T,W,F,Sa
"	IDL AF	1.10	.83	.20	Dly
"	BOS AF	1.08	.81	.20	T,Sa
"	IDL K	1.10	.83	.20	Dly
"	UL T	1.06	.79	.20	Dly
London, Ont., Canada	LGA T	.06	.0555	.10	Dly
Lulea, Sweden	IDL SS	1.37	1.02	.25	M
Luluabourg, Belgian Congo	IDL S	2.03	1.52	.25	Dly
Lusaka, Northern Rhodesia	IDL BO	2.03	1.52	.25	Dly
	MIA BO	2.15	1.62	.25	W,Sa
Lydda, Israel	*(See Tel Aviv)*				
Maceio, Brazil	IDL P	1.52	1.52	.25	W,F
"	MIA P	1.26	1.26	.25	T,Th
"	MSY P	1.51	1.51	.25	Su,T,Th
"	HOU P	1.64	1.64	.25	Su,T,Th
"	BRO P	1.56	1.56	.25	T,Th
"	LAX P	1.86	....	.25	M,W,F
Madras, India	IDL BO	2.49	1.87	.25	Dly
Madrid, Spain	IDL BO	1.22	.92	.20	Dly
"	MIA BO	1.34	1.02	.20	W,Sa
"	BOS BO	1.21	.91	.20	Th,Sa
"	IDL AF	1.22	.92	.25	T,F
"	BOS AF	1.21	.91	.20	T
"	IDL TW	1.22	.92	.25	Su,T,Th,F
"	BOS TW	1.21	.91	.20	T,Th
"	CHI TW	1.30	.98	.25	Su,T,Th,F
"	PHL TW	1.25	.93	.25	Su,T,Th,F
"	IDL K	1.22	.92	.20	Su,M,Th,F
"	UL K	1.18	.89	.22	Su,F
"	IDL S	1.22	.92	.25	Dly
"	IDL SS	1.22	.92	.25	Dly ex. M,F
Mafraq, Jordan	IDL BO	1.72	1.29	.25	Dly
"	BOS BO	1.72	1.29	.25	W,Sa
Maganque, Colombia	MIA P	.50	.24	.15	Dly
"	IDL AV	.58	.34	.15	Dly
"	MIA AV	.48	.25	.15	M,T,W,F,Su
Malmo, Sweden	IDL SS	1.26	.95	.25	Dly
Malta	IDL BO	1.43	1.08	.27	Dly
"	MIA BO	1.55	1.18	.20	W,Sa
"	BOS BO	1.42	1.06	.20	Th,Sa
Managua, Nicaragua	MIA P	.50	.24	.15	M,F
"	MSY P	.43	.23	.15	Sa,Su,T,Th
"	HOU P	.41	.27	.15	Dly
"	BRO P	.39	.24	.15	Dly except Su
"	MSY TA	.44	.24	...	Dly except M
"	MEX TA	.25	.16	...	M thru Sa
Manaos, Brazil	IDL P	1.44	1.44	.25	Su,W,F
"	MIA P	1.24	1.24	.25	Th,Sa
"	MSY P	1.48	1.48	.25	F
"	HOU P	1.62	1.62	.25	T,Th
"	BRO P	1.54	1.54	.25	T,Th
"	LAX P	1.79	1.79	.25	W,F
Manchester, England	IDL K	1.06	.80	.20	Dly
"	IDL SS	1.06	.80	.20	Dly
"	IDL AF	1.06	.80	.20	Dly
"	BOS AF	1.04	.78	.20	Sa
"	IDL S	1.06	.80	.20	Dly
"	IDL SR	1.06	.80	.20	Su,T,W,F,Sa
Manila, Philippines	LAX P	2.49	1.87	.25	M,F
"	SFO P	2.49	1.87	.25	M,F
"	PDX P	2.49	1.87	.25	M,F
"	SEA P	2.49	1.87	.25	M,F
"	IDL P	2.36	1.77	.25	Su,Th
"	BOS P	2.42	.82	.25	Su,Th
"	SFO PH	2.49	1.87	.25	W,Sa
"	EDF NW	2.40	1.80	.20	T,F
"	CHI NW	2.68	2.01	.20	M,Th
"	CLE NW	2.69	2.02	.20	M,Th
"	YIP NW	2.69	2.02	.20	M,Th
"	MKE NW	2.68	2.01	.20	M,Th
"	MPS NW	2.64	1.98	.20	M,Th
"	SEA NW	2.49	1.87	.20	M,Th
Manizales, Colombia	IDL AV	.64	.38	.15	Dly
	MIA AV	.54	.29	.15	Su,M,T,W,F
Manono, Belgian Congo	IDL S	2.03	1.52	.25	Dly
Manta, Ecuador	MIA P	.65	.35	.15	M,Th
"	MSY P	.71	.42	.15	M,Th
"	HOU P	.74	.55	.15	Su,W
"	BRO P	.74	.55	.15	W
"	LAX P	.87	.59	.20	M
Manzanillo, Cuba	MIA P	.14	.09	.05	Dly
Maracaibo, Venezuela	MIA P	.40	.22	.15	Dly
	IDL P	.50	.31	.15	Dly
"	MSY P	.45	.29	.15	Dly ex. W
"	HOU P	.48	.32	.15	Dly
"	BRO P	.48	.32	.15	Dly except Su
"	LAX P	.62	.46	.15	M,W,F
"	IDL K	.50	.35	.15	Dly
"	MIA K	.40	.30	.15	Dly
"	UL K	.55	.42	.22	M,F,W
Marseille, France	IDL AF	1.25	.94	.25	Dly
"	BOS AF	1.23	.93	.25	T,Sa
Matadi, Belgian Congo	IDL S	2.03	1.52	.25	Dly
Mauritius	IDL AF	2.93	2.20	.25	T,Su
"	BOS AF	2.91	2.18	.25	T
Mayaguez, P. R.	MIA R	.12	.10½	...	Dly
"	LGA R‡‡	.20	.17	...	Dly
Mayajigua, Cuba	MIA P	.15	.09	.05	Dly
Mazatlan, Mexico	ELP L	.16	.13	.25	M,W,F
Medan, Sumatra	IDL BO	2.90	2.17	.25	Dly
"	MIA BO	3.02	2.28	.25	W,Sa
"	BOS BO	2.88	2.16	.25	Th,Sa
"	IDL K	2.90	2.17	.25	Dly
"	UL K	2.86	2.15	.25	Su,W,F
Medellin, Colombia	IDL AV	.61	.35	.15	Dly
"	MIA AV	.51	.26	.15	M,T,W,F,Su
Merida, Mexico	MIA P	.25	.13	.15	Dly
"	MSY P	.22	.11	.15	Sa,Su,T,Th
"	HOU P	.32	.22	.15	Dly
"	BRO P	.30	.18	.15	Dly except Su
"	LAX P	.46	.33	.15	Dly
Mexicali, Mexico	LAX P	.08	.05	.15	Dly
Mexico City, Mexico	MIA P	.44	.22	.15	Dly
	MSY P	.38	.21	.15	Sa,Su,T,Th
"	HOU P	.16	.12	.15	Dly
"	BRO P	.14	.09	.15	Dly except Su
"	LAX P	.30	.25	.15	Dly
"	MSY TA	.51	.30	...	Dly
"	LGA A†	.34	.26	.15	Dly
"	DCA A†	.30	.24	.15	Dly
"	BUF A†	.32	.26	.15	Dly
"	CLE A†	.30	.24	.15	Dly
"	CHI A†	.28	.21	.15	Dly
"	DAL A†	.19	.14	.15	Dly
"	LAX A†	.30	.25	.15	Dly
"	ELP A†	.20	.16	.15	Dly
"	SAT A†	.15	.11	.15	Dly
"	ELP L	.20	.16	.25	Dly
Milan, Italy	IDL LI	1.33	1.00	.25	Dly
"	IDL AF	1.33	1.00	.25	T,F,Su
"	BOS AF	1.31	.98	.25	T
"	IDL S	1.33	1.00	.20	Dly
"	IDL K	1.33	1.00	.20	M,W,F
"	UL K	1.29	.97	.20	F,W
"	IDL TW	1.33	1.00	.25	Dly except Sa
"	BOS TW	1.31	.98	.25	W,Th
"	CHI TW	1.41	1.06	.25	Sa
"	PHL TW	1.35	1.01	.25	F
"	IDL SW	1.06	.85	.20	.....
Minatitlan, Mexico	MIA P	.37	.19	.15	Dly
Montego Bay, Jamaica	MIA P	.18	.09	.05	Dly
	IDL AV	.28	.18	.05	Sa
"	MIA BO	.19	.09	.05	M,W,Sa
"	IDL BO	.28	.18	.05	Sa
Monteria, Colombia	IDL AV	.61	.35	.15	Dly
"	MIA AV	.51	.26	.15	Dly ex. Th,Sa
Monterey, Mexico	DAL A†	.11	.08	.15	Dly
"	ELP A†	.13	.09	.15	Dly
"	LAX A†	.23	.18	.15	Dly
"	SAT A†	.07	.05	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Monterrey, (Cont'd)	LGA AA	.26	.20	.15	Dly
"	BUF AA	.24	.20	.15	Dly
"	CLE AA	.22	.17	.15	Dly
Montevideo, Uruguay	IDL P	1.50	.86	.25	Dly except M
"	MIA P	1.43	.80	.25	T,Th,Sa
"	MSY P	1.50	.87	.25	M,F
"	HOU P	1.53	.90	.25	Su,T,Th
"	BRO P	1.53	.90	.25	T,Th
"	LAX P	1.67	1.04	.25	M,W,F
Montreal, Que., Canada	LGA C	.68	....	...	Dly
"	LGA T	.06	.0405	.10	Dly
"	CHI T	.12	.1055	.10	Dly
"	CLE T	.09	.085	.10	Dly
"	LGA NE	2.08	6.55	.10	Dly
"	BOS NE	1.05	4.55	.10	Dly
Mossoro, Brazil	IDL P	1.41	....	.15	Dly ex. M,F
"	MIA P	1.24	....	.15	T,Th,Sa
Munich, Germany	IDL P	1.30	.98	.25	Dly except F
"	BOS P	1.28	.96	.25	W,Sa
"	IDL SS	1.30	.98	.25	Dly ex. T,W
"	IDL S	1.30	.98	.25	Dly
"	IDL AF	1.30	.98	.25	M,Th
"	BOS AF	1.28	.96	.25	T,Sa
"	IDL K	1.30	.98	.20	Th,F,Sa,M
"	UL K	1.26	.95	.22	F
"	IDL SR	1.30	.98	.25	Su,T,W,F,Sa
Nairobi, Kenya	IDL BO	2.03	1.52	.25	Dly
"	MIA BO	2.15	1.62	.25	Dly
"	BOS BO	2.01	1.51	.25	W,F,Sa
"	IDL EL	2.03	1.51	.25	W,Sa
"	IDL AF	2.03	1.51	.25	W,Su
"	BOS AF	2.01	1.51	.25	Th,Sa
"	IDL S	2.03	1.52	.25	T
Nandi, Fiji	SFO BC	1.71	1.28	.25	M,Th,F
"	HNL BC	1.07	.80	.20	M,Th,F
"	VR BC	1.71	1.28	.25	M & Alt. Th,F
Naples, Italy	IDL LI	1.42	1.07	.25	Dly
"	IDL S	1.42	1.06	.25	Dly
Nassau, Bahamas	MIA P	.07	.04	.05	3 Dly
"	UL T	.22	.17	.05	F
"	YTO T	.21	.17	.05	F
"	IDL BO	.17	.13	.05	Dly
"	MIA BO	.07	.04	.05	Dly
Natal, Brazil	IDL P	1.45	1.45	.25	T,Th
"	MIA P	1.25	1.25	.25	T,Th
"	MSY P	1.48	1.48	.25	M
"	HOU P	1.62	1.62	.25	Su,T
"	BRO P	1.54	1.54	.20	T
"	LAX P	1.80	1.80	.20	M,W
N'Dola, N. Rhodesia	IDL S	1.97	1.48	.25	Dly
Niamey, Fr. W. Afr.	IDL AF	1.73	1.30	.25	M,T,Th,F
"	BOS AF	1.71	1.28	.25	T
Nice, France	IDL S	1.27	.95	.25	Dly
"	IDL SS	1.27	.95	.25	Th,Sa
"	IDL AF	1.27	.95	.20	Dly
"	BOS AF	1.25	.93	.25	T,Sa
"	IDL P	1.16	.87	.20	M,F
"	BOS P	1.12	.84	.20	M,F
"	IDL K	1.27	.95	.20	Su,T,Sa
"	UL K	1.22	.92	.22	W,F,Su
"	IDL SR	1.27	.96	.25	Su,T,W,F,Sa
Nicosia, Cyprus	IDL BO	1.61	1.21	.25	Dly
"	MIA BO	1.73	1.31	.25	T,F
"	BOS BO	1.59	1.19	.25	Th,Sa
Nogales, Son., Mex.	MEX L	.19	.16	.25	Dly
Nome, Alaska	SEA P	.55	.23	.15	W,Sa
Norrkoping, Sweden	IDL SS	1.17	.88	.20	Dly
North Bay, Ont., Canada	LGA T	.08	.0755	.10	Dly
Noumea, New Caledonia	IDL AF	3.49	2.62	.25	Monthly
"	BOS AF	3.47	2.60	.25	Monthly
Nueva Gerona (Isle of Pines), Cuba	MIA EA	.14	....	...	Dly
Nueva Ocotepeque, Hon.	MSY TA	.47	.36	...	M,W,F
"	MEX TA	.27	.21	...	T,Th,Sa
Nuremburg, Germany	IDL K	1.27	.96	.20	F,Su,M,T
"	UL K	1.23	.93	.20	Su,F
"	IDL SS	1.27	.96	.25	Sa,M,Th
"	IDL S	1.27	.96	.25	Dly
"	IDL AF	1.27	.96	.25	M,T,F,Sa
"	BOS AF	1.26	.94	.25	T,Sa
"	IDL SR	1.27	.96	.25	Su,T,W,F,Sa
"	IDL SW	.97	.78	.20	....
Oaxaca, Mexico	MIA P	.51	.25	.15	Dly
Okinawa	EDF NW	2.40	1.80	.20	T,F,Sa
"	CHI NW	2.68	2.01	.20	M,Th,F
"	MKE NW	2.68	2.01	.20	M,Th,F
"	MPS NW	2.64	1.98	.20	M,Th,F
"	SEA NW	2.49	1.87	.20	M,Th,F
"	SFO PH	2.50	1.88	.25	W,Sa
Oran, Algeria	IDL AF	1.36	1.02	.25	Dly except Su
"	BOS AF	1.34	1.01	.25	T,Sa
Oruro, Bolivia	MIA P	1.10	.59	.20	Su,M,W
"	MSY P	1.16	.66	.25	Su,M
"	HOU P	1.19	.69	.20	Sa,Su,T
"	BRO P	1.19	.69	.20	Sa,Su
"	LAX P	1.32	.83	.25	M,W
Oslo, Norway	IDL SS	1.24	.93	.25	Dly
"	IDL S	1.24	.93	.25	Dly
"	IDL AF	1.24	.93	.25	Dly
"	BOS AF	1.22	.92	.20	T,Su
"	IDL K	1.24	.93	.20	Dly
"	UL K	1.20	.90	.20	W,F,Su
"	BOS P	1.22	.92	.20	F
"	IDL P	1.24	.93	.20	F
Ottawa, Ont., Canada	LGA C	.07	....	...	Dly
	LGA T	.07	.0618	.10	Dly
Palembang, N.E.I.	IDL BO	2.79	2.09	.25	Dly
"	BOS BO	2.77	2.08	.25	Th,Sa
"	UL K	2.83	2.12	.25	W,F,Su
Palermo, Italy	IDL LI	1.47	1.11	.25	Dly
Panama City, Pan.	MIA P	.39	.19	.15	Dly
"	MSY P	.45	.26	.15	Dly ex. W
"	HOU P	.48	.29	.15	Dly
"	BRO P	.48	.29	.15	Dly except Su
"	LAX P	.61	.43	.15	M,W,F
"	HOU B	.48	.31	.15	Dly
"	CRP B	.48	.31	.15	Dly
"	DAL B	.51	.31	.15	Dly
"	MIA K	.39	.29	.15	Su,F
"	UL K	.54	.41	.15	Sa,M,Th
Pantelleria, Italy	IDL LI	1.50	1.13	.25	W
Paramaribo	IDL P	.64	.39	.15	F
Surinam	MIA P	.57	.33	.15	T
"	MSY P	.64	.40	.16	T
"	HOU P	.67	.43	.15	T
"	BRO P	.67	.43	.15	T
"	LAX P	.81	.57	.20	W
"	IDL K	.64	.30	.15	Su,W,Sa
"	MIA K	.57	.43	.15	Su,W,Sa
"	UL K	.69	.43	.15	M,Th,Sa
Paris, France	IDL S	1.17	.88	.20	Dly
"	IDL EL	1.17	.88	.20	T,Sa
"	IDL SS	1.17	.88	.20	Dly
"	IDL SR	1.17	.88	.20	Su,T,W,F,Sa
"	IDL AF	1.17	.88	.20	Dly
"	BOS AF	1.15	.86	.20	T,Sa
"	IDL K	1.17	.88	.20	Dly
"	UL K	1.12	.84	.20	Su,W,F
"	IDL TW	1.17	.88	.20	22 Weekly
"	BOS TW	1.15	.86	.20	Dly ex. T,F
"	CHI TW	1.24	.94	.15	Sa
"	PHL TW	1.19	.89	.20	F
"	YIP TW	1.22	.92	.25	Sa
"	IDL P	1.17	.88	.20	Dly
"	BOS P	1.15	.86	.20	Su,T,Th
"	IDL SW	.91	.74	.20	....
Parnahyba, Brazil	IDL P	.96	.45	.15	Sa,T,Th,Su
"	MIA P	.89	.48	.15	Sa,T,Th
Parral, Chih., Mex.	ELP L	.10	.08	.25	Dly
Pereira, Colombia	IDL AV	.64	.38	.15	Dly
"	MIA AV	.54	.29	.15	Dly ex. Th,Sa
Pisa, Italy	IDL SW	1.08	.86	.20	....
Pnom Penh, Indo-China	IDL AF	3.02	2.29	.25	Sa,Su,W
	BOS AF	3.01	2.25	.25	Sa
Ponce, P. R.	MIA R	.12	.10½	...	Dly
"	LGA R^aa	.20	.17	...	Dly
Popayan, Columbia	IDL AV	.72	.39	.15	M,Th,Sa
"	MIA AV	.61	.30	.15	M,Th
Port au Prince, Haiti	MIA P	.15	.12	.15	2 Dly
"	IDL P	.25	.21	.15	Dly
"	CHI DC	.28	.24	.15	Sa
"	YIP DC	.27	.23	.15	Sa
"	HOU DC	.25	.22	.15	Sa
"	MSY DC	.22	.18	.15	Sa
"	MEM DC	.26	.21	.15	Sa
"	MIA K	.15	.12	.15	M
"	IDL K	.25	.21	.15	M
Port Elizabeth, U. of S. Af.	IDL BO	2.23	1.67	.25	Dly
	BOS BO	2.21	1.66	.25	Th,Sa
Port of Spain, Trinidad	IDL P	.45	.30	.15	T,Th,Sa
"	MIA P	.38	.24	.15	T,Th,Sa
"	MSY P	.45	.31	.15	W,F
"	HOU P	.48	.34	.15	Su,T,Th
"	BRO P	.48	.34	.15	T,Th
"	LAX P	.62	.48	.15	M,W,F
"	UL T	.50	.34	.15	W
"	YTO T	.50	.34	.15	W
"	IDL K	.45	.34	.15	M,W,F
"	MIA K	.38	.29	.15	M,W,F
"	IDL AL	.45	.30	...	F
Port Sudan, Ang. Eg. Sudan	IDL BO	1.95	1.46	.25	Dly
	BOS BO	1.93	1.45	.25	Th,Sa
Porto Alegre, Brazil	IDL P	1.52	.89	.25	Su,W,F
"	MIA P	1.42	.86	.25	Th
"	MSY P	1.69	1.03	.25	T
"	HOU P	1.88	1.11	.25	T
"	BRO P	1.08	1.03	.25	T
"	LAX P	2.14	2.14	.25	W
Prague, Czechoslovakia	IDL S	1.31	.98	.25	Dly
"	IDL K	1.31	.98	.20	T,Th
"	UL K	1.27	.95	.20	W
"	IDL SR	1.31	.98	.25	Su,T,W,F,Sa
Preston, Cuba	MIA P^b	.20	.10	.05	Dly
Prestwick, Scotland	IDL SS	1.03	.77	.20	Dly
"	UL T	.99	.74	.20	Su,M,Th,F
"	IDL K	1.03	.77	.20	M,T,Th,F,Sa
"	IDL BO	1.03	.77	.20	Dly
"	MIA BO	1.15	.83	.20	W,Sa
"	BOS BO	1.01	.76	.20	Th,Sa
Puerto Cabezas, Nic.	MSY TA	.60	.47	...	M,W,F
	MEX TA	.48	.38	...	T,Th,Sa
Puerto Cortes, Honduras	MSY TA	.42	.24	...	M,W,F
	MEX TA	.25	.18	...	T,Th,Sa
Puerto Suarez, Bolivia	MIA P	1.16	.63	.20	Su,M,W
"	MSY P	1.22	.70	.25	Su,M
"	BRO P	1.25	.73	.25	Sa,T
"	LAX P	1.39	.87	.25	M,
"	HOU P	1.25	.73	.25	Sa,Su,T
usan, Korea	CHI NW	2.68	2.01	.20	M,Th,F
"	SEA NW	2.49	1.87	.20	M,Th,F
"	MSP NW	2.64	1.98	.20	M,Th,F
"	IDL NW^a	2.74	2.05	.20	M,Th,F
Quito, Ecuador	MSY P	.70	.41	.15	Dly ex. W,Sa
"	HOU P	.73	.44	.15	Dly except F
"	BRO P	.73	.44	.15	Dly ex. Su,F
Quito (Con'td)	LAX P	.86	.58	.20	M,W,F
"	IDL AV	.74	.44	.15	M,W,F
"	MIA AV	.64	.35	.15	M,W,F
"	MIA AE	.55	.29	....	W,F
Rangoon, Burma	IDL BO	2.65	1.99	.25	Dly
"	MIA BO	2.77	2.10	.25	W,Sa
"	BOS BO	2.64	1.98	.25	Th,Sa
"	IDL K	2.65	1.99	.25	W,F,Sa
"	IDL SS	2.65	1.99	.25	F
Recife (Pernambuco) Brazil	IDL P	1.48	1.48	.25	Dly ex. M
"	MIA P	1.16	.75	.20	T,Th,Sa
"	MSY P	1.50	1.50	.25	M,F
"	HOU P	1.64	1.64	.25	Su,T,Th
"	BRO P	1.56	1.56	.25	T,Th
"	LAX P	1.84	1.84	.25	M,W,F
Reggio Calabria, Italy	IDL LI	1.47	1.11	.25	Dly except Su
Regina, Sask., Canada	LGA T	.25	.23	.15	Dly
Reunion Island	IDL AF	2.86	2.15	.25	Su,W
"	BOS AF	2.84	2.13	.25	Sa
Rio de Janiero, Bra.	IDL P	1.37	.84	.25	Dly except M
"	MIA P	1.26	.80	.25	T,Th,Sa
"	MSY P	1.54	.91	.25	M,F
"	HOU P	1.42	1.07	.25	Su,T,Th
"	BRO P	1.67	1.25	.25	T,Th
"	LAX P	1.94	1.94	.25	M,W,F
"	DAL B	1.42	1.07	.25	M,T,Th,Sa
"	HOU B	1.42	1.07	.25	M,T,Th,Sa
"	BRO B	1.67	1.25	.25	M,T,Th,Sa
"	CRP B	1.64	1.23	.25	M,T,Th,Sa
"	FTW B	1.42	1.07	.25	M,T,Th,Sa
"	LRD B	1.47	1.09	.25	M,T,Th,Sa
"	SAT B	1.42	1.07	.25	M,T,Th,Sa
Roberts Field, Lib.	IDL AF	1.69	1.27	.25	Sa,Su
"	BOS AF	1.67	1.25	.25	Sa
"	IDL P	1.69	1.27	.25	M,Th
"	BOS P	1.67	1.25	.25	Th
Robore, Bolivia	MIA P	1.16	.63	.20	Th,M
"	MSY P	1.22	.70	.25	M,Th
"	HOU P	1.25	.73	.25	Su,W
"	BRO P	1.25	.73	.25	W
"	LAX P	1.39	.87	.25	M,W
Roenne, Denmark	IDL SS	1.29	.97	.25	Dly
Rome, Italy	IDL S	1.39	1.04	.25	Dly
"	IDL LI	1.39	1.05	.25	W,F
"	IDL BO	1.39	1.04	.25	Dly
"	BOS BO	1.37	1.03	.25	Th,Sa
"	IDL EL	1.39	1.04	.20	T,Sa
"	IDL SS	1.39	1.04	.25	Dly ex. Su,W
"	IDL AF	1.39	1.04	.25	Dly
"	BOS AF	1.37	1.03	.25	T,Sa
"	IDL K	1.39	1.04	.25	Dly except M
"	UL K	1.35	1.01	.25	Su,W,F
"	IDL TW	1.39	1.04	.25	22 Weekly
"	BOS TW	1.37	1.03	.25	Dly ex. F
"	CHI TW	1.47	1.10	.25	Sa
"	PHL TW	1.41	1.06	.25	F
"	YIP TW	1.44	1.09	.25	Sa
"	IDL SR	1.39	1.04	.25	Su,T,W,F,Sa
"	IDL P	1.39	1.04	.25	Dly ex. Sa, T
"	BOS P	1.37	1.03	.25	Su,Th
"	IDL SW	1.12	.90	.20	....
Saigon, Indo China	IDL AF	2.93	2.20	.25	Sa,Su,M,T,Th
"	BOS AF	2.92	2.19	.25	Su,W
St. Croix, Virg. Is.	IDL P	.27	.21	.05	Su,W
"	MIA P	.20	.15	.05	Su,W
St. John, N. B.	BOS T	.06	.0555	.10	Dly
St. Johns, Antigua, B.W.I.	IDL P	.34	.24	.05	Su,W
	MIA P	.25	.18	.15	Su,W
St. Johns, N. F.	BOS T	.17	.1655	.10	Dly
St. Kitts, B.W.I.	IDL BO	.37	.26	.05	Dly
St. Thomas, Virgin Is. (U. S.)	IDL P	.26	.21	.15	Su,W
	MIA P	.19	.15	.15	Su,W
Salisbury, So. Rhod.	IDL BO	2.03	1.52	.25	Dly
Salta, Argentina	MIA P	1.24	.68	.25	Sa
"	MSY P	1.30	.75	.25	Sa
"	HOU P	1.33	.78	.25	F
"	BRO P	1.33	.78	.25	F
"	LAX P	1.46	.92	.25	F
Salzburg, Austria	IDL K	1.32	.99	.20	M,Th
"	UL K	1.28	.96	.22	Su,W
"	IDL S	1.32	.99	.25	Dly
San Ignacia de Velasco, Bolivia	MIA P	1.16	.63	.20	M,Th
"	MSY P	1.22	.70	.25	M,Th
"	HOU P	1.25	.73	.25	Su,W
"	BRO P	1.25	.73	.25	W
"	LAX P	1.39	.87	.25	W
San Jose, Bolivia	MIA P	1.16	.63	.20	M,Th
"	MSY P	1.22	.70	.25	M,Th
"	HOU P	1.25	.73	.25	Su,W
"	BRO P	1.25	.73	.25	Sa,W
"	LAX P	1.39	.87	.25	W
San Jose, Costa Rica	MIA P	.48	.24	.15	M,F
"	MIA LA	.48	.24	.15	M,W,F
"	MSY P	.45	.26	.15	Sa,Su,T,Th
"	HOU P	.47	.29	.15	Dly
"	BRO P	.45	.26	.15	Dly except Su
"	LAX P	.61	.42	.15	M,W,F
"	MSY TA	.45	.26	...	Dly except Su
"	MEX TA	.31	.20	...	Dly except Su
"	MIA K	.51	.25	.15	W,F,Su
San Juan, Puerto Rico	IDL P	.22	.18	.05	Three Dly
	MIA P	.15	.12	.05	Twice Dly
"	MIA R	.12	.10½	...	Dly
"	LGA R^aa	.20	.17	...	Dly
"	CHI DC	.28	.24	.15	Sa
"	YIP DC	.27	.23	.15	Sa
"	MEM DC	.26	.21	.15	Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
San Juan, (Cont'd)	CHI E♦	.29	.24	.15	Dly
"	YIP E♦	.27	.23	.05	Dly
"	IDL E♦	.22	.18	.05	3 Dly
"	MIA E†	.15	.12	.05	Dly
San Luis Potosi, S.L.P., Mexico	ELP L	.16	.13	.25	Dly
San Salvador, El Salvador	MIA P	.42	.21	.15	M,F
"	MSY P	.38	.19	.15	Sa,Su,T,Th
"	HOU P	.36	.24	.15	Dly
"	BRO P	.34	.20	.15	Dly except Su
"	LAX P	.50	.35	.15	M,W,F
"	MSY TA	.39	.20	...	Dly
"	MEX TA	.20	.13	...	Dly
Santa Clara, Cuba..	MIA P	.13	.09	.05	Dly
Santa Cruz, Bolivia.	MIA P	1.16	.63	.20	Dly ex. Sa,T,F
"	MSY P	1.21	.69	.20	Su,M,Th
"	HOU P	1.24	.73	.25	F,W,Sa,Su
"	BRO P	1.24	.73	.25	F,W,Sa
"	LAX P	1.37	.86	.25	M,W,Sa
Santa Maria, Azores	IDL P	.86	.65	.20	Su,M,Th,F
"	BOS P	.84	.64	.15	M,Th,F
"	IDL TW	.86	.65	.20	T,Th
"	BOS TW	.84	.64	.20	Su,T,Th
Santa Marta, Colombia	IDL AV	.56	.33	.15	M,Th,Sa
"	MIA AV	.46	.24	.15	Su,M,W,Th
Santiago, Chile.....	MIA P	1.30	.72	.15	Dly
"	MSY P	1.37	.79	.15	Dly ex. M,Th
"	HOU P	1.40	.82	.15	Dly
"	BRO P	1.40	.82	.15	Su,Th,Sa
"	LAX P	1.53	.95	.15	M,Th,Sa
Santiago, Cuba.....	IDL BO	.27	.20	.05	Dly
"	MIA BO	.19	.09	.05	W,Sa
Sao Luiz, Brazil.....	IDL P	1.09	.72	.20	T,Th,Sa
"	MIA P	1.16	1.16	.20	Th
"	MSY P	1.38	1.38	.25	Su,M,T,W,Th
"	HOU P	1.51	1.51	.25	T,Th
"	BRO P	1.43	1.43	.25	Su,T,Th
"	LAX P	1.62	1.62	.25	M,W,F
Sao Paulo, Brazil...	IDL P	1.42	.86	.25	F,Su,W
"	MIA P	1.32	.82	.25	Th
"	MSY P	1.56	.95	.25	W
"	HOU P	1.75	1.07	.25	Tu
"	BRO P	1.67	1.25	.25	Tu
"	LAX P	1.99	1.99	.25	W
"	BRO B	1.67	1.25	.25	Su,T,Th,Sa
"	CRP B	1.54	1.23	.25	Su,T,Th,Sa
"	DAL B	1.42	1.07	.25	Su,T,Th,Sa
"	FTW B	1.42	1.07	.25	Su,T,Th,Sa
"	HOU B	1.42	1.07	.25	Su,T,Th,Sa
"	LRD B	1.47	1.09	.25	Su,T,Th,Sa
"	SAT B	1.42	1.07	.25	Su,T,Th,Sa
San Salvador, Brazil	IDL P	1.58	1.58	.25	Dly except M
"	MIA P	1.28	1.28	.25	T,Th,Sa
"	MSY P	1.54	1.54	.25	Su,W,F
"	HOU P	1.72	1.72	.25	Su,T,Th
"	BRO P	1.64	1.64	.25	T,Th
"	LAX P	1.94	1.94	.25	M
Shannon, Eire.....	IDL P	.90	.74	.20	Dly ex. T,W
"	BOS P	.98	.73	.20	Dly ex. T,W
"	IDL LI	1.00	.75	.25	W,Sa
"	UL T	.96C	.72C	.22**	W
"	IDL TW	.99	.74	.20	10 Wkly
"	BOS TW	.98	.73	.20	Su,M,F
"	PHL TW	1.02	.76	.20	W
"	CHI TW	1.07	.81	.20	Sa
"	IDL SR	.99	.74	.20	Su,T,W,F,Sa
"	IDL K	.90	.74	.20	Su,W,F
"	IDL SW	.77	.61	.20	.....
Singapore, Mal. St..	IDL BO	2.83	2.13	.25	Dly
"	MIA BO	2.95	2.23	.25	W,Sa
"	BOS BO	2.82	2.11	.25	Th,Sa
"	SFO P	2.83	2.13	.25	F
"	LAX P	2.41	1.31	.25	F
"	IDL AF	2.83	2.13	.25	W
"	BOS AF	2.83	2.11	.25	W,F,Sa
"	IDL K	2.83	2.13	.25	Sa,Su,Th
"	UL K	2.79	2.10	.25	Su
Sisima, Nicaragua...	MSY TA	.55	.42	...	Dly
"	MEX TA	.43	.33	...	M,T,W,Th,F
Stanleyville, Bel. Congo	IDL S	2.03	1.52	.25	Dly
Stavanger, Norway.	IDL SS	1.24	.93	.25	Dly
Stockholm, Sweden.	IDL SS	1.26	.95	.25	Dly
"	IDL K	1.26	.95	.20	Dly
"	UL K	1.22	.92	.20	Su,W,F
"	IDL S	1.26	.95	.25	Dly
"	IDL P	1.26	.95	.20	Su,T,F
"	BOS P	1.24	.93	.20	Su,T,F
Stuttgart, Germany.	IDL P	1.13	.85	.20	Su,T,F
"	BOS P	1.10	.83	.20	Su,T,F
"	IDL SS	1.26	.95	.25	Dly
"	IDL SR	1.26	.94	.25	Su,T,W,F,Sa
"	IDL K	1.26	.95	.20	M,W,F
"	UL K	1.22	.91	.20	W,F
"	IDL SW	.97	.78	.20	.....

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Suva, Fiji Islands...	SFO P	1.71	1.28	.25	Su,Th
"	SEA P	1.71	1.28	.25	Su,Th
Sydney, Australia...	LAX P	2.20	1.66	.25	Su,Th
"	SFO P	2.20	1.66	.25	Su,Th
"	SEA P	2.20	1.66	.25	Su,Th
"	PDX P	2.20	1.66	.25	Su,Th
"	IDL K	3.51	2.64	.25	Dly except M
"	UL K	3.50	2.63	.27	W,Su
"	IDL BO	3.51	2.64	.25	Dly
"	MIA BO	3.63	2.74	.25	W,Sa
"	BOS BO	3.49	2.62	.25	Th,Sa
"	SFO BC	2.20	1.66	.25	M,Th
"	HNL BC	1.56	1.17	.25	M,Th
"	VR BC	2.20	1.66	.25	M, alt. Th
Sydney, N. S.....	BOS T	.10	.0895	.10	Dly
Taipeh, Formosa...	SFO PH	2.49	1.87	.25	W,Sa
"	IDL NW	2.74	2.05	.20	M,Th
"	MKE NW	2.68	2.01	.20	M,Th
"	MPS NW	2.64	1.98	.20	M,Th
"	SEA NW	2.49	1.87	.20	M,Th
"	SFO NW	2.49	1.87	.20	M,Th
Talara, Peru.....	MIA P	.72	.38	.15	Dly ex. Th,Sa
"	MSY P	.78	.45	.20	Su,M,T,F
"	HOU P	.81	.48	.20	Sa,Su,M,Th
"	BRO P	.81	.48	.20	Dly except Su
"	LAX P	.94	.62	.20	M
Tampico, Mexico...	HOU P	.13	.09	.15	Dly
"	BRO P	.10	.06	.15	T,W,F
"	LAX P	.36	.28	.15	Dly
Tamative, Madagascar	IDL AF	2.73	2.06	.25	Su,W,F
	BOS AF	2.71	2.04	.25	T,Sa
Tananarive, Madagascar	IDL AF	2.68	2.01	.25	W,F,Su
	BOS AF	2.66	2.00	.25	Sa
Tangier, Morocco...	IDL AF	1.26	.95	.25	Sa,M,W
"	BOS AF	1.24	.93	.25	T
Tapachula, Mexico..	MIA P	.42	.21	.15	Dly
"	MSY P	.39	.19	.15	Sa,Su,T,Th
"	HOU P	.29	.21	.15	Dly
"	BRO P	.27	.17	.15	Dly except Su
"	LAX P	.43	.32	.15	Dly
Tegucigalpa, Hon...	MIA P	.47	.23	.15	M,F
"	MSY P	.40	.22	.15	Sa,Su,T,Th
"	HOU P	.39	.26	.15	Dly
"	BRO P	.37	.23	.15	Dly ex. Su
"	LAX P	.53	.38	.15	M,W,F
"	MSY TA	.40	.23	...	Dly except Su
"	MEX TA	.23	.16	...	Dly except Su
Teheran, Iran.....	IDL BO	2.03	1.52	.25	Dly
"	MIA BO	2.15	1.62	.25	W,Sa
"	BOS BO	2.01	1.51	.25	Th,Sa
"	IDL AF	2.03	1.52	.25	Sa,Th
"	BOS AF	2.01	1.51	.25	Sa
"	IDL K	2.08	1.52	.25	Su,Th
"	UL K	1.90	1.49	.25	Su
"	IDL SS	2.03	1.52	.25	Th,M
Tel Aviv, Isreal.....	IDL S	1.72	1.29	.25	Dly except W
"	IDL EL	1.64	1.23	.25	T,Sa
"	IDL AF	1.72	1.29	.25	W,Su
"	IDL LI	1.72	1.29	.25	M
"	IDL K	1.73	1.29	.25	Su,T
"	UL K	1.68	1.26	.27	Su
"	IDL BO	1.72	1.29	.25	Dly
"	BOS BO	1.70	1.27	.25	Th,Sa
"	IDL TW	1.72	1.29	.25	M,Sa
"	BOS TW	1.70	1.27	.25	M
"	PHL TW	1.74	1.31	.25	M,Sa
"	CHI TW	1.80	1.35	.25	M,Sa
"	BOS AF	1.70	1.27	.25	T
"	IDL SR	1.72	1.29	.25	Su,T,W,F,Sa
"	IDL SS	1.45	1.09	.25	M
Tela, Honduras....	MSY TA	.42	.25	...	Dly
"	MEX TA	.26	.19	...	M,T,W,Th,F
Tobago, B.W.I.....	IDL BO	.45	.30	.15	M,W,Sa
Tokyo, Japan.....	IDL P	3.53	2.65	.25	M,T,Th
"	BOS P	3.52	2.64	.25	T,Th
"	LAX P	2.36	1.77	.25	M,W,Sa
"	SFO P	2.36	1.77	.25	Sa,Su,T,Th
"	SEA P	2.36	1.77	.25	Sa,M,W
"	PDX P	2.36	1.77	.25	Sa,M,W
"	IDL AF	3.53	2.65	.25	Su
"	BOS AF	3.52	2.64	.25	Sa
"	IDL SS	3.53	2.65	.25	M,F
"	EDF NW	2.40	1.80	.20	Th
"	CHI NW	2.68	2.01	.20	M,Th,Su
"	MKE NW	2.68	2.01	.20	M,ThT
"	MPS NW	2.64	1.98	.20	M,Th,T
"	PIT NW	2.71	2.04	.20	M,Th,T
"	IDL NW	2.74	2.05	.20	M,Th,T
"	IDL BO	3.53	2.65	.25	Dly
"	MIA BO	3.65	2.75	.25	W,Sa
"	BOS BO	3.52	2.64	.25	Th,Sa
"	SFO PH	2.50	1.88	.15	W,Sa
"	IDL K	3.53	2.65	.25	Th,Sa
"	UL K	3.49	2.62	.27	W,F

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Toronto, Ont., Can.	LGA A^^	.07	.0478	.10	Dly
"	BUF A^^	.07	.0478	.10	Dly
"	LGA T	.05	.0455	.10	Dly
Torreon, Coah., Mex.	ELP L	.10	.09	.25	Dly
Trapani, Italy.....	IDL LI	1.35	1.12	.25	F
Trinidad, Cuba.....	MIA P	.15	.09	.05	Dly
Tripoli, Libya.....	IDL BO	1.46	1.09	.25	Dly
"	MIA BO	1.58	1.20	.25	W,Sa
"	BOS BO	1.44	1.08	.25	Th,Sa
Trujillo, Honduras..	MSY TA	.48	.37	...	Dly
"	MEX TA	.28	.22	...	M,T,W,Th,F
Tshikapa, Bel. Congo	IDL S	2.03	1.52	.25	Dly
Tunis, Tunisia.....	IDL AF	1.36	1.02	.25	Dly
"	IDL LI	1.52	1.14	.25	T,Th,Sa
"	BOS AF	1.34	1.00	.25	T,Sa
"	LGA TW	1.36	1.02	.25	Th
"	PHL TW	1.38	1.03	.25	Th
"	BOS TW	1.34	1.00	.25	Th
Tuxpan, Mexico....	HOU P	.17	.12	.15	Dly
"	BRO P	.12	.06	.15	Dly except Su
"	LAX P	.34	.27	.15	Dly
Tuxtla, Gutierres, Mexico	MIA P	.47	.23	.15	Dly
	MSY P	.44	.22	.15	Sa,Su,T,Th
"	HOU P	.26	.20	.15	Dly
Usumbura, Belgian Congo	IDL S	2.03	1.52	.25	Dly
Vancouver, B. C., Canada	SEA U	.07	.048	.10	Dly
"	SFO U	.12	.068	.10	Dly
"	LGA U	.30	.294	.10	Dly
"	BDL U	.32	.300	.10	Dly
"	BOS U	.32	.306	.10	Dly
"	EWR U	.30	.294	.10	Dly
"	PHL U	.31	.294	.10	Dly
"	CLE U	.27	.254	.10	Dly
"	DCA U	.31	.28	.10	Dly
"	CHI U	.24	.219	.10	Dly
"	DEN U	.15	.136	.10	Dly
"	SLC U	.12	.103	.10	Dly
"	LAX U	.15	.13	.10	Dly
"	PDX U	.07	.048	.10	Dly
"	LGA T	.38	.35	.10	Dly
"	SFO BC	.11	.08	.05	Su & Alt. W,Th
"	HNL BC	.74	.56	.15	Sa & Alt. T,W
Varadero, Cuba....	MIA P	.12	.08	.05	Dly
Veracrus, Mexico...	MIA P	.39	.19	.15	Dly
"	HOU P	.21	.16	.15	Dly
Victoria, Brazil.....	MSY P	1.59	1.59	.25	M,F
"	HOU P	1.81	1.81	.25	Su,T,Th
"	BRO P	1.73	1.73	.25	T,Th
Victoria, B. C.....	LGA T	.38	.375	.10	Dly
Victoria de las Tumas, Cuba	MIA P	.14	.09	.05	Dly
Vienna, Austria....	IDL P	1.24	.93	.25	Su,T,W,F
"	BOS P	1.21	.91	.20	W
"	IDL AF	1.37	1.03	.25	M,Th,Sa
"	BOS AF	1.35	1.02	.25	Sa
"	IDL SS	1.36	1.03	.25	M,W,Sa
"	IDL K	1.37	1.03	.25	T
"	UL K	1.33	1.00	.20	Su
Villahermosa, Mex..	MIA P	.34	.17	.15	Dly
"	MSY P	.29	.16	.15	Sa,Su,T,Th
Visby, Sweden.....	IDL SS	1.32	.99	.25	Dly
Wake Island.....	LAX P	1.55	1.16	.20	Su,M,W
"	SFO P	1.55	1.16	.20	Dly except W
"	PDX P	1.55	1.16	.20	Dly except W
"	SEA P	1.55	1.16	.20	Dly except W
Warsaw, Poland....	IDL S*	1.45	1.09	.25	Dly
Wellington, N. Z....	IDL BO	3.86	2.89	.25	Dly
"	BOS BO	3.84	2.88	.25	Th,Sa
Windsor, Ont., Can.	LGA T	.06	.0555	.10	Dly
Winnipeg, Man., Canada	LGA T	.21	.18	.10	Dly
	GFK NW	.04	....	...	Dly
Zurich, Switzerland.	IDL SR	1.24	.93	.25	F,Sa,Su,W,T
"	IDL SS	1.24	.93	.25	Dly
"	IDL S	1.24	.93	.25	Dly
"	IDL AF	1.24	.93	.25	Sa,M,Th
"	BOS AF	1.22	.92	.25	Sa
"	IDL EL	1.24	.93	.25	T,Sa
"	IDL K	1.24	.93	.20	Dly
"	UL K	1.20	.90	.20	Su,W,F
"	BOS BO	1.22	.92	.20	Th,Sa
"	IDL BO	1.24	.93	.20	Dly
"	MIA BO	1.36	1.03	....	W,Sa
"	IDL TW	1.24	.93	.25	Dly
"	BOS TW	1.22	.92	.25	Th,Su
"	PHL TW	1.26	.94	.25	Dly
"	CHI TW	1.32	.99	.25	Dly
"	IDL SW	.99	.79	.20	.....

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The Freight Rate Issue

"AIR TRANSPORT STIMULATES imports and helps to bring about a balance of imports and exports that is so necessary to a healthy world economy." In making this statement, Willis G. Lipscomb, vice president-traffic and sales for Pan American World Airways, paid tribute to one of the greater and more obvious values of airfreight movement. This laudable asset and the fact that, as he noted further, "The airplane is bringing a much greater variety of top quality foreign goods to the American consumer," indicates a healthy growth within the airfreight industry itself dependent upon the wider appreciation of and the greater demand for airfreight services. This demand, ever increasing, must be further encouraged, and the most direct means for doing that is by adjusting the freight rates to satisfy both the shipper as well as the carrier of airfreight.

Most of the larger airlines, both domestic and foreign, have been enjoying gratifying increase in their cargo activities. For example, both Trans World Airlines and United Airlines have recorded large gains in their freight business. The Flying Tiger Line's freight increased over 13,000,000 pounds during 1952, and the firm's president, Robert W. Prescott, guessed that its gross revenues for the fiscal year would exceed $25,000,000. Slick Airways, during 1952, carried 44,642,984 pounds of airfreight—500,000 pounds more than it carried in 1951—and Eastern Air Lines flew more than a million pounds over the amount it carried in 1951. These figures are more or less typical of the way air cargo has been growing and will continue to grow given the proper nourishment.

Notwithstanding the desire on the part of most airlines to stimulate their cargo business (at long last!), one of the toughest problems confronting them, particularly the international carriers, is the problem of freight rates. Since the majority of the world's foreign trade, both for surface and air shipping, is moved over the North Atlantic, the matter of rates for that sector is even more acute than anywhere else. The problem confronting most transatlantic carriers is how to reach a rate structure that will combine the greatest possible volume with the best possible returns.

Transatlantic air cargo rates at present are generally lower than they were a year ago, and are still falling. It is even safe to say, from all outward observances, that they will continue to fall until at least the fall of this year, and possibly later. Pan American World Airways proposed a general rate reduction of about 45%, and KLM Royal Dutch Airlines has already announced reductions ranging from 55 to 60% on such items as wearing apparel, pharmaceuticals, chemicals, leatherwear, cameras and microscopes when shipped in consignments of more than 100 pounds. Pan Am's proposed reduction, Lipscomb said, would allow a wide variety of air cargo items to underbid surface costs. "If international air cargo is to play its part," he added, "in stimulating the growth of two-way trade, we must break away in the Atlantic as we have in Latin America from an air cargo rate structure geared to small shipments." As opposed to KLM's reduction, Pan Am's would apply to air shipments weighing in excess of 1100 pounds.

Trans-Canada Air Lines has also effected a rate reduction designed to make transatlantic airfreighting more attractive to shippers. By lowering its rates 70% below those charged by TCA six years ago, the company has effected a rate reduction of 30% and is currently flying coast-to-coast air cargo service at 15 cents per ton mile. Hav-

ADVANTAGES OF AIRFREIGHT

ing enjoyed an increase in airfreight tonnage of 30% during 1952, TCA is now expecting an even greater increase for the current year.

THE MERE LOWERING of airfreight rates does not solve the problem completely, nor can it be easily managed. In the present setup, for instance, there are three types of rates: general commodity rates, specific commodity rates and class rates. These in turn may be applied to the more than 3000 different commodity categories in effect for transatlantic airfreight. Thus something of the complexity of the problem facing the airlines is apparant. Several airlines have already proposed that general rates be reduced and that the rate structure be simplified by the broadening of groups and the diminishing of categories, but nothing more concrete was done. The move toward eliminating certain specific commodity rates because they were unprofitable, begun early in the spring, was halted toward the end of the season when the carriers announced lower tariffs, as KLM did, in their specific rates. Reductions such as these will, of course, encourage shippers to use airfreight to a greater extent than ever before and will result in larger load factors for the transports. Whether such results will prove as nearly satisfactory as could be wanted, however, remains to be seen, since the volume generated and the gain in load factors can hardly be predetermined.

Still, despite such difficulties as discussed here coupled with some others such as limited capacity, keen competition, and differential costs between cargo and passenger-cargo transports, the international air cargo picture is getting bigger all the time, is, on the whole, doing well, and will, as these problems and differences are eventually solved, do even better in the future. The mere fact that the international airlines can meet often and discuss the problems that bother them and can manage to meet competition without resorting to a disastrous rate war is proof that at last the industry is growing up. To be confident that adequate solutions will eventually be found, one need only look at the hectic tourist fight of a few years back and see how tourist flights have now become an accepted service by both the airlines and the public.

ICAO DECISION

(*Continued from page* 10)

particular type of transport (for instance, railroad or highway transport). Any such statement, by way of reference in a national legislation, would be equivalent, under the terms of the Convention, to the establishment in that national legislation, of special rules relating to the negotiability of airwaybills. It seems also, that the only way in which a negotiable airwaybill can be issued in a State which does not have any provisions on the negotiability of airwaybills, documents of carriage generally or shipping bills of lading, is to stipulate on the airwaybill that its negotiability is governed by a law other than the law of the place of issue of the airwaybill.

Reference in the new draft to the provisions in national laws relating to the negotiability of other traffic documents, was restricted to certain limited aspects of negotiability: (*a*) the legal effects of transfer, loss or destruction of negotiable copies of the airwaybill; (*b*) the conditions under and the extent to which the document confers title to the cargo; (*c*) the possibility of issuing more than one negotiable copy of the airwaybill and the rights and liabilities of the holders and carriers in case various negotiable copies have come into different hands.

A reference restricted to the abovementioned points seemed preferable to a general one. It was considered that these were precisely the questions which characterized the negotiability of an airwaybill, whereas a general reference might render applicable certain unexpected provisions of a little-known legal system. It should also be noted that contrary to shipping practice, the new draft does not compel the air carrier to deliver a negotiable airwaybill. Such an obligation might result in difficulties for those carriers who do not have adequate storage facilities at the point of destination. In this connection, it should be pointed out that, in certain countries, the carrier may not refuse to effect transportation.

As regards the number of negotiable or "original" traffic documents, national laws as well as present-day practices differ. Under maritime law, certain countries have adopted the system according to which only the original copy is negotiable; others allow several negotiable copies to be issued. In the new draft, this question is settled on the basis of the applicable law, *i.e.*, the law of the place of issue.

It is evident that, within the limits of the rules governing the negotiability of such documents, the holder of a negotiable airwaybill will have all the rights conferred by the Convention on the consignor and the consignee.

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THE NEXT 50 YEARS

(Continued from page 5)

sufficient volume to justify growth for the industry. It was necessary to develop new markets and to improve our service so more products would fall within the range of economical air transport.

We started the tare weight reduction program. We saved money for the shipper by reducing the gross weight of the packaged or crated article and eliminated much of the cost of packaging or crating.

Airfreight means speed — and airfreight opened up new markets for highly perishable items—cut flowers, women's clothing, newspapers, magazines, drugs. With surface transportation, many of these items could not be sold so far from their source. Many business machines are leased, rather than sold outright. Even though airfreight rates are higher than surface rates, airfreight saves money for the shipper.

Manufacturers and their far-flung assembly lines were quick to realize that airfreight rates were peanuts compared to the cost of a shut-down assembly line.

Airfreight reduced damage claims and losses to shipments. Delicate instruments and equipment require massive crating to prevent damage from vibration and shock when shipped by surface transport. Airfreight eliminates the heavy crating and reduces the damage as well. These direct and indirect economies of airfreight operations resulted in a six-fold increase from about 40 million ton miles of domestic freight in 1946 to 250 million ton miles last year. Compared to other forms of transportation which measures traffic in the billions and tens of billions of ton-miles, airfreight seems very small and insignificant.

Inside the next 10 to 20 years, air freight will take its place in the great commercial transportation system of this country. Not as a small, special purpose carrier, but as a full-fledged transportation medium hauling goods in great volume. Airfreight traffic will be measured in the billions of ton-miles and its fleet in the thousands of aircraft.

There is presently moving by LCL, Rail Express and inter-city motor freight, some 20 to 30 billion ton-miles of freight annually. Airfreight is aiming at this market. This volume of business, as any volume measured in billions of ton miles won't come to the airfreight line merely because its airplanes are fast. Airfreight will in a few years outgrow the reliance on the emergency, perishable and indirect economy type of shipment. The big thing holding back airfreight's realization of a 10 billion ton mile year is the fact that airfreight rates are still too high to gain this potential.

Whenever airfreight rates can be reduced, the amount of freight offered the carriers will increase. As each rate decrease follows, the amount of freight will increase.

But how to decrease rates? Simply this:

By the use of aircraft and airports specifically designed for the purpose of airfreight.

The freight plane of the future should meet the following basic requirements:

a) It should have direct operating costs of no more than 3 cents per ton mile.

b) It must allow for large scale, mechanized loading and unloading.

c) It must have sufficient volume and square feet of useable hull area to allow carrying of varied articles

(Continued on following page)

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of both high and low density.

d) It should be simple and rugged so as to allow for low cost, easy maintenance.

e) It should require a maximum of a three-man crew.

f) It should be able to trade fuel for payload.

With such an airplane we can get to the rate range of 8 or 9 cents per ton mile or lower—where the traffic to be carried is measured in the hundreds of thousands of tons and billions of ton miles.

How can we obtain such an airplane? Manufacturers are not willing to invest $20 million into the development of such an airplane if they must depend solely on the present market which commercial airfreight affords.

We believe that through closer cooperation by the airfreight carrier, the aircraft manufacturer and the military, such an airplane can and will be developed. But if we get an airplane which will meet these requirements, can our airports handle the traffic? As you know, the airports of the U. S. have been designed primarily for the purpose of carrying passengers. Insofar as any attention was given to air cargo, it was largely to accommodate a small volume of airmail and air express which, prior to 1946, constituted the bulk of air cargo.

Let us examine for a moment the implications of a 5 billion ton mile airfreight movement on our major airports. The chaotic situation which would occur would be about the same if the existing passenger fleet today were to be tripled overnight, and three times as many passengers and planes were arriving and departing.

A 5 billion ton mile airfreight movement will require air fleets of 2 to 3000 aircraft, hauling about 6 million tons of freight which would be delivered to airports and taken away from airports by a fleet of about 10,000 trucks. Thus, about 12 million tons of freight will actually be handled.

For example, in 1951, San Francisco enplaned approximately 15,000 tons of cargo per year, counting express, parcel post and freight. It deplaned about 18 to 20,000 tons. Under a 5 billion ton mile airfreight movement, the San Francisco Airport will be required to keep about 800,000 tons of freight alone flowing into and out of planes, warehouses, and the Airport proper. This would represent roughly a 22 fold increase. It would require approximately a fleet of 260 five ton trucks converging on the Airport between 6 p. m. and midnight every weekday. The San Francisco Airport would require facilities capable of unloading, loading, storing, manifesting the freight of 45 trucks at 225 tons per hour to meet the evening's freight plane departures. This same problem would occur in the morning as the planes arrive.

Can present airports handle this vast volume of goods and perhaps a two or three fold increase in passengers as well? Even with our present small volume of ¼ billion ton miles, airports are not well set up for the expeditious movement of airfreight. There is no question in my mind that we will not be able to accommodate 5 billion ton miles, which I certainly expect in the next 10 or 15 years, from our present airports.

In the first place, the airports simply do not have the amount of hangar, warehouse, and ramp space necessary to accommodate anywhere near the requirements of a 5 billion ton mile a year airfreight volume. The approaches to the airports would be clogged with truck movements and these would have to be redesigned. Not only would attention have to be given to increasing the size of airfreight facilities at airports and the airports themselves but the kind of facilities must be seriously modified. All the advantages of speed in the air will be dissipated on the ground unless we have airports designed for large volume freight movement. We need mechanization of ground facilities which means the entire operation from the truck, and all the processes of manifesting, storage, breaking bulk, and so forth.

We have given serious thought to various methods of ground handling but this problem simply can't be solved without the teamwork of the airport designer.

The freight business of the future will surpass the passenger business. Certainly in number of aircraft, payroll, service to the community, size of aircraft, and probably in revenues paid to the airports. In all other forms of transportation, the freight business far outweighs the passenger business. In the case of some multiple purpose rail carriers, the freight revenues underwrite losses on passenger operations.

Five billion ton miles of freight is not visionary. I confidently expect that within 10 years or so, airfreight will be around 2 billion ton miles and, within 20 years, will be within 5 billion. That is, I confidently expect it if we are not stymied on the ground. And that is where the airport people come in. I can tell you what I believe are the requirements and the performance of the coming airfreight plane and what it will need. I think the time has now come for airport designers and airport managers to start planning what the airfreight airport should be.

Today's already overcrowded airport facilities will not adequately handle tomorrow's airfreight volume.

An important area of mutual interest exists and should be studied by the airport manager, the airport designer, the airframe manufacturer, and the airfreight carrier. Only through such cooperative planning can the airfreight industry meet the promise it holds for the commercial and military security of this country.

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AIRFREIGHT

(Continued from page 7)

think many airline executives are putting off, and, of course, with good reasons at the time, but while hindsight admittedly is easier to come by than foresight, it still remains a fact that we were a little short on foresight after the war. We cast our lot with first class traffic.

Had we gone in for larger fleets of airplanes at coach fares, I think air traffic in this country today would be twice the present volume. Look at what has happened on the Atlantic where the foreign lines, catering to coach traffic, have taken the lead away from the U. S. lines.

At this point, let's look at freight by air.

A lot of people are saying that in a decade, freight by air will exceed air passenger volume and may even do so dollar-wise. I think the first part is right. Whether the dollar part happens in that time remains to be seen. It depends on a lot of things, such as the right equipment and courageous thinking. It is not easy to take less when you can get more.

The airplane renders a great service to the traveling public but it does a far greater job for the shipper.

People use air transportation for its speed and its comparatively low cost. But for the shipper, the values returned are far more extensive. He not only gets speed and comparatively low cost; he also gets a lengthening list of intangible benefits. It costs less to crate when you ship by air; your inventory turns over faster, hence your capital investment requirements in stock are lessened, hence interest charges on your money are reduced. You cut down warehousing costs because you need less stock on hand for distribution and you may be able to eliminate it entirely. Your loss and damage experience is lower cost-wise because the airplane gives freight a smooth ride. You reach markets which, time-wise, may never have been open to you before because of nearby competition that supplies the market. The list of savings can be extended almost indefinitely.

For the freight operator, costs are much less, too. He needs no stewardesses, no food service, no costly literature to entertain aboard ship, no costly ticket counters, no complicated reservations system, no mass saturation advertising, no costly plane interiors which use up a lot of payload in dead weight, no multiple costly schedules to satisfy public demands, no costly service into a lot of small business-producing areas to meet competition and chamber of commerce pressures, etc., etc.

We can say bluntly that the only relationship between the passenger and the freight operator is that they both

use airplanes and even these aren't really alike. From that point on, their method of operation, their approach to transportation is entirely divergent.

My point is that traffic-wise, there is every reason to believe that in the future, the airplane will do a far greater job for freight than it will for passengers because it benefits freight so much more.

And, finally, on this point, we should never forget that the airplane is the only form of transportation that can move freight as fast as passengers!

I think this is another basic fact that can't be over-emphasized in looking at the future and the airplane's place in it.

But to capitalize on that future, the airplane has got to offer its service at the lowest possible cost. We have got to get out of the high cost ideas of transportation.

If we look around at every transportation field, we find this is true. The big freight volume on the railroad, the truck and the ocean freighter has been built up by the offering of low-cost service. The big passenger volume in these fields, too, is in the coach-type traffic, not first class.

It is interesting to note, in this connection, that in every other transportation field, freight is the big revenue producer. Eventually, the same result should be experienced in air transportation because of the opportunities in cost reduction and profit.

The industry must do the same thing, follow the same principle that Ford and Woolworth discovered—a lot of things for a lot of people at the lowest price. In this ratio, volume is, of course, the only way to a profit. Admittedly, in air transportation, that is a long-range program because the aircraft operator faces a constantly changing field.

He doesn't get one plane paid for before a new and bettter plane is on the market. His transportation medium is not stabilized for long-range planning. His capital investment is constantly being enlarged and hence, his costs. It is a vicious circle when you talk about low costs and he will solve it with the same ingenuity that the automobile manufacturer has used. He has to change models every year!

Recently, Col. Adams of the CAB put the case plainly in terms of the future:

He said that today the ratio of coach traffic to first-class traffic is 20% to 80%. The ratio has to be reversed.

That is exactly what we set out to accomplish in the freight field.

When airfreight began in 1945, it cost 80¢ a pound to get freight across the country. We started to do the job for 20¢. As a result, airfreight volume has grown from a million or so ton miles a year to 250 million ton miles annually and we are thinking of future volume in terms of a billion ton miles. It will only come about so long as the ratio is kept low on the volume-attracting side of airfreight traffic.

Presently, on overseas traffic, rates are so high for freight that little volume has been developed. In our case for a transatlantic certificate before

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the Civil Aeronautics Board, we presented studies showing that we could operate profitably at a rate around 24¢ a ton mile, or about half of even the lowest rate previously proposed.

That is what I mean by high-cost ideas about air transportation. You can't get volume with high rates. You have got to stick your neck out with low rates, admittedly rates that will not produce much if any profit at first, if you want to get volume. We have been doing that in the United States because we know that eventually we are going to get volume that will be very profitable. For a long time, nobody made any money out of freight. You have to go through that risk period. Every industry does. When you have to go through it without the benefit of subsidy, as the airfreight operators have, it is just as the fellow said: "The difficult we do today. The impossible takes a little longer."

Of course, rates are not the sole answer. You've got to have an airplane that will carry a lot before you can have big volume. We don't have that airplane today. I'm speaking about airplanes that will carry not 20,000, not 30,000 pounds of payload but airplanes that will carry 50,000 pounds of payload at 250 or 300 miles an hour. They are coming and they will open the way to lower ton-mile operating costs which in turn will permit lower rates and attract larger volume.

In world trade, the airplane holds an even greater promise of opening markets that never existed before. The reason is one you all know. The farther an airplane flies a load, the less the per ton-mile cost is. The freight airplane does not do a very good job under 500 miles. It is at its best on jobs of 1000 miles and more. The 2,400 miles across the Atlantic open a terrific opportunity for long-haul freight at low cost. Hence, we may well find in the future that over-ocean airfreight traffic is one of the richest of all fields because distance permits an airplane to lower its per-mile operating cost and enlarge its competitive time advantage over other forms of transportation. Instead of saving hours, or days, you can save weeks! And, along with it, all the other savings that enter into airfreight.

For example, a study on a freight movement by air from Chicago to South America showed that even with today's airplane, on a shipment of radios, you can fly them for an overall cost by air that is $700 under what it would cost by rail and steamer and save 23 days in transit time!

This study showed that the shipment, by air, weighs 2000 pounds less than by surface and that almost every cost by air, except the freight bill, itself, is less. Insurance, ad valorem charges, handling charges, consular fees, duties, interest charges—all are less by air.

Everybody in this business needs imagination to make it go, a restless discontent with things as they are. We've been flying airplanes commercially for 25 years and we haven't begun to use them as we will in the next 50 years. There is nothing newer than the airplane today. Every industrial development that improves the design, the construction, and the use of machines helps the airplane—everything from metals to electronics. There is no such thing as standing still in aviation.

The shipper needs imagination to apply the many intangible benefits of aviation to the distribution of his product. The aircraft operator needs imagination to put that airplane to the greatest use at the lowest cost so the mass of the people can use it.

Roosevelt said that all we had to fear was fear itself. In aviation, all we have to fear is complacency and the comfortable desk feeling that things are well enough as they are—that prices are low enough.

We are still in the period of sticking your neck out and taking a chance and we will be for a longer time to come than some of us realize. Fortunately, there are always enough people around to do that.

Especially, the men selling aviation need the enthusiasm that breaks down old habits of travel and shipping. They must get the word around and keep it up front in the public conscience.

We hear that the time has come to take the glamour out of aviation. But

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PRESENTING TWO VIEWS

(Continued from page 6)

Manila. It is seeking permanent extension to Hong Kong and temporary rights to Bangkok and Calcutta for a seven-year period in order to test the value of a competitive round-the-world service.

Northwest is not opposing TWA's extension to Calcutta, similar temporary privileges for Pan American between Manila and Calcutta, Pan Am's temporary service between Hawaii and Tokyo, or its service south of Hong Kong and Manila. Northwest rather feels that the blanketing of all of its overseas route structure by those two airlines would increase the subsidy requirements of all three carriers (meaning, of course, an additional burden to the taxpayer). In addition to these oppositions, NWA has requested the renewal of its own operating rights to China; these having been temporarily suspended due to the local political situation there.

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WHETHER THE OBJECTIONS voiced by these airlines will in any measure sway the decisions of the Civil Aeronautics Board still remains an open issue. Whether Pan American wins its proposed routes and services or Northwest Orient wins will probably call for considerable debate before final decisions are rendered. But in any case, the issue is being hotly contested, promising to be as exciting in its way as that older battle for routes and services over the Atlantic with as many implications.

—the time has not come for us to become ticket takers and freight peddlers. Aviation is not settled and old and set. It has only begun to develop and the men who capture the imagination of the traveler and the shipper were never more needed than they are today.

Actually, what we have come through is very likely the "tin lizzie" days of aviation. The "V-8" days lie ahead, and with them, the real opportunities for industry's use of air transportation as the newest member of a very old family.

CLARY OF SABENA

(Continued from page 9)

one year ("a very pleasant and happy year," he recalls); and further work as an assistant, this time to Leon Rucquoi, Consultant in the United States to the Steel and Metal Working Industries of Belgium and Luxembourg.

Two part-time jobs held while with Pan Am consisted of teaching Foreign Trade and International Economics at CCNY and Pace Institute took him back briefly to teaching, and becoming head shortly after of the editing department of the Austin Company's Electronics Division took him back for one year to technical editing. Though as well versed in electronics as he was in engineering, Clary still profited from this position because here his experience was purely administrative.

Now Clary is U. S. cargo manager for Sabena. He sits in a comfortable office on Madison Avenue in New York and has a secretary that can take dictation in four languages. The years of roving around the world and in Africa especially, the various assignments concerning cargoes, economics and foreign trade, the scholarly precision that has become so customary with him are all being put to good use in his new position. Now his duties, since the first of the year when he took over at Sabena, entail sales promotion (three salesmen work under him), developing information (for the shippers of airfreight as well as for Sabena itself), the coordination of shipments that often travel the length and breadth of Sabena's system and into many of the areas Clary knows so well personally, and the building up of cargo sales at points outside of New York. Clary finds his present work exciting and, as he says, "immensely varied." He makes "contacts with many kinds of people and problems" and above all, he is training himself to do more for air cargo and for Sabena than has been done before.

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AIRPORT USA

(Continued from page 8)

portation consultants, discovered that originating airfreight and air express could be expected to triple in volume by 1960. Passenger volume would double by that date, the report said, and the city of Dallas would have to invest an additional $17,700,000 in Love Field between 1952 and 1960 in order to meet the physical needs that this increased traffic would bring.

The findings of this study bore particular significance for local air service between Dallas and several other communities in the city's five-state primary market area. The additional investment of more than 17 million dollars was not considered excessive in view of the fact that Love Field employs approximately 2850 people and about 800 flight personnel. This total of 3650 jobs represent an annual payroll of an estimated $14,500,000. Failure to invest the additional $17,700,000 would sacrifice this payroll and would divert Dallas' air traffic to a more distant airport still with an added annual cost to Dallas of about $1,500,000 per year by 1960. From these findings, therefore, it was seen that the recommended expenditure was not exorbitant, but rather extremely important to Love Field, the personnel employed there and the business leaders of Dallas.

This last group, representing the city's divers business interests, recognized the need for improving their terminal's facilities as well as the air service that brought business to their doors. As a result, the Dallas Chamber of Commerce became the first known organization in the United States to authorize the preparation of a long term plan for community air service that combined the two objectives into one, putting the need for terminal improvements and increased air service into the one program that would eventually make Dallas one of the leading air centers in the country. For example, this plan showed a requirement by 1955 for new air service with 38 communities in the city's five-state primary market and for improved service with 18 communities in the same region. Suggested changes and additions in route patterns flown by the airlines serving this vicinity have been made to the airlines themselves as well as to the 56 communities most intimately involved in this scheme. Dallas is going ahead, full steam, in tying its fortunes to a rising star—air transportation.

IN OTHER PARTS of the country, too, terminal facilities are being improved to accommodate the increasing volume of traffic—freight and passenger—the expanding commerce and the growing number of transports that even now are overtaxing our airports. Fort Worth International Airport has included a heliport in its facilities; other improvements are being made at Chicago, New York, Los Angeles and Fort Wayne. At Seattle-Tacoma International Airport, authorization has been granted to prepare plans and specifications on the first unit of an airfreight terminal there. The entire project, when completed, is expected to cost some $350,000 and to accommodate four large airplanes in loading and unloading operations, or six *Stratofreighter* or DC-6 type of transports.

Still more extensive are the plans calling for a new $6,000,000 terminal and other improvements at Miami International Airport. Scheduled to begin in the fall, they were originally started in 1950, but delayed due to the Korean conflict. Now these plans are being enlarged in view of the greater traffic volume moving through this terminal that is exceeding the growth anticipated three years ago. Miami's airport, incidentally, handles about 47% of all international passengers and more import-export airfreight that all other air terminals in the United States combined.

At Philadelphia's International Airport, the new terminal building, soon to be opened, will probably be one of the more attractive in the country. A total of 6490 square feet has been allowed for airfreight, 3501 square feet for air express, 2454 square feet of bonded warehouse space and 6694 square feet for the post office. In the planning of the terminal building, the architects, Carroll, Grisdale and Van Alen, considered that the major portion of the airfreight passing through the terminal would be handled across the field in the old terminal building, leaving space in the new facility only for air cargo coming in on combination cargo-passenger transports. Further recognition of the growth of airfreight dictated provisions to be made for additional cargo space in the new building in the form of an annex attached at its west end. This, to the architects, appeared to be the sensible place to continue such enlargements as will be necessary to accommodate air cargo.

Even American territories are preparing better accommodations for air business, Puerto Rico being a good case in point. At Puerto Rico, ground has recently been broken for the construction of new buildings to grace San Juan's $15,000,000 International Airport. These newer provisions will be large enough to handle any of the world's largest civilian and military transports and the island's rapidly expanding cargo and passenger volume. Airport officials claimed that close to 600,000 passengers travel annually through the present airport and that cargo shipments were approaching the huge figure of 24,000,000 pounds per year, forcing the creation of newer and larger facilities to handle such volume.

Preparations such as these represent but a small portion of the total considerations currently being given to the problem of terminal facilities, requirements and services. These are the outstanding examples, indicative of a healthy attitude on the part of many civic leaders who are finding that they and their cities can realize greater gains by planning ahead for the greater volume of business—cargo and passenger—that will fly to them with air transportation. Many a small community has been put on the map by converting to air shipping. Many another community has been wiped off the map by yielding its terminal facilities to exploitation by others. Virtually any community that hopes to grow and prosper, the same as any manufacturer or merchant, can do so by realizing the great advantages that are inherent in the form of air transportation.

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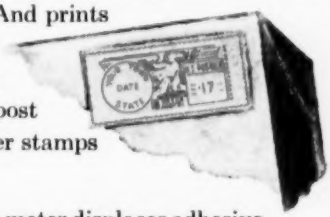

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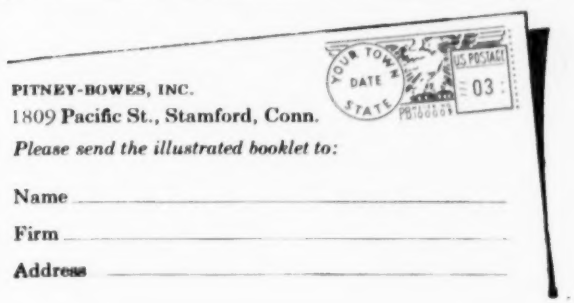

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